





winner 10 of the best winter We ride with Lake District's

We ride with Lake District's Honister 92 Cycling Club

10 of the best winter turbo-training sessions



NOW OPEN: VISIT OUR BRAND NEW RETAIL OUTLET - JUST OFF JUNCTION 28 M1 - FOR PRODUCTS, SERVICES



















Cycling 9/10

Cycling 10/10

Cycling 9/10

CERO RC45 WHEELSET 45MM DEPTH TOROIDAL FULL CARBON CLINCHER 15306 £799.99

CERO AR30 WHEELSET 30MM AWARD WINNING ALLOY CLINCHER 13996 £379.99

CERO AR24 WHEELSET 24MM ALLOY CLINCHER 15456 £184.99



SCOTT SOLACE 10 2015

Ultimate Endurance bike, Dura-ace 9000 11spd groupset Was £3499 now £2199





BLACK FRIDAY MEGA DEALS FOR XMAS





SIS GO GEL VARIETY PACK WAS £7.99 NOW £3.99



RST PREMIUM LINE HI-TOP SOCKS WAS £7.99 NOW £3.99

CERO CARBON MINI PUMP WAS £24.99 NOW £10.99 SAVE 569



RST PREMIUM LINE WAIST SHORTS WAS £24.99 NOW £12.99



CERO
STARTER SET
BOTTLE, BOTTLE CAGE
AND PUMP
826 00

TRIGON COMPONENT CLEAR OUT



TRIGON HSAO1(S)
CARBON STREM
WAS £79.99
NOW £14.99
SAUF £19.4



TRIGON RB117(S)
CARBON INTEGRATED
ROAD BARS
WAS £249.99
NOW £129.99

RST CLOTHING BUNDLE BONANZA FREE STUFF!

BUY RST PREMIUM LINE HEAVY WINTER JACKET AND GET RST RUCKSACK COVER FLO YELLOW FREE ONLY £34.99 BUY RST PREMIUM LINE SHORT SLEEVE JERSEY + BIB SHORT AND GET RST PREMIUM LINE LONG SLEEVE JERSEY FREE ONLY £49.99



BUY THIS

CET THIS PREE



BUY THESE

SECTION SERVE

Cycledivision.com, 1 Wincobank Way, The Nursery, Berristow Lane, South Normanton, Derbyshire, DE55 2FX - NEAR J28 M1 TELEPHONE: 01773 864453 www.cycledivision.co.uk FOLLOW US ON:

The Tour of Cambridgeshire







132

8,000 Riders







THIS ISSUE 26/11

Race Bike of the Year

have to admit, bikes still excite me. I've worked on this magazine for many years, ridden hundreds of bikes, been to countless shows, bike launches and races, and often think I've seen everything there is to see on two wheels.

But when a notable new bike arrives in the office I still have to go over and have a look. And yes, I still squeeze the tyres and flick the top tube, just like I did when I walked in to my local bike shop as a wide-eyed teenager who'd saved up all his pocket money.

That's why I'm excited about the return of our 2016 Race Bike of the Year feature.

There are a lot of great bikes out there and our Tech team had a hell of a job just to select a top 10. But all the bikes featured are there on merit, and those in the top 10 are stunningly good. What's more, we haven't just gone out and brought you a selection of £8k superbikes that are out of financial reach for many. We've chosen brilliant bikes that are also affordable.

Value for money is as important a consideration as is the ride performance of a bike, which is why most of these bikes come with Ultegra, rather than Dura-Ace.

We may not have tested every single bike on the market, but we have tested the best bikes on the

market, and we're confident in our winner.

Simon Richardson Editor



FEATURES

he thinks

28 Luke Rowe exclusive interview 35 Race Bike of the Year 2016: 20 pages of reviews and analysis of next season's must-have machines

12 Rob Hayles on winter mishaps

18 Katie Archibald on the road to Rio

20 Refugee cycling team launched

22 Rapha joins women's peloton

14 Hammond joins Cav at MTN 16 Harris denied in Koksijde cross

FITNESS

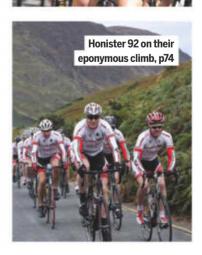
58 How to sleep for effective recovery

50 Ten of the best turbo sessions 64 Fumiyuki Beppu's diet in a day 66 Science, recipes and plans

REGULARS

24 Big question, plus your letters 70 Insider's guide: OS Insanity 74 We ride with Honister 92 78 Race results 84 Doctor Hutch

86 Icons of cycling: Derny bikes



CW talks exclusively

to Luke Rowe, p28



Anti-doping measures in women's peloton should be more stringent

Owen Rogers

nti-doping testing in professional women's road cycling has been branded inadequate by riders, amid concerns about the rarity of in-competition tests and the small number of riders required to be available for out-of-competition testing.

No anti-doping testing was carried out at the year's biggest stage race, the 10-day Giro Rosa, and *Cycling Weekly* understands teams were informed ahead of one 2.1-ranked stage race that no antidoping testing would be taking place.

Just 12 of the top 20 ranked female professional road riders are currently included on the UCI's Registered Testing Pool (RTP), requiring them to provide whereabouts information to enable out-of-competition testing. This contrasts

starkly with the requirement for all professional male riders at WorldTour and Professional Continental level.

'inadequate' dope testing

With the Women's WorldTour due to make its debut next season, riders have spoken of their frustration. World champion Lizzie Armitstead told *CW*: "The spread of testing isn't equal enough.

"I was frustrated at being tested for the third time in a week [before the World Championships]," she added. "I feel that I am target-tested, which is to be expected following my success, and that is welcome, as long as I know that my rivals are being put through the same inconvenience."

"I want people to know I am clean," said Megan Guarnier, who was third in both the World Championships road race and the Giro Rosa. "I know doping controls cost money, but I was in pink [the leader's jersey] for six days [at the Giro] and I didn't get tested. I don't think that's OK."

Anti-doping rules are set by the UCI and administered by the independent Cycling Anti-Doping Foundation (CADF). Responding to concerns, the UCI issued the following statement to Cycling Weekly:

"All Women's WorldTour events will be part of the in-competition testing strategy, akin to the UCI WorldTour. The race days during which the CADF will be carrying out testing on professional Elite women will amount to an unprecedented 35.

"Regarding the Giro Rosa 2015, unfortunately there was a misunderstanding as to who would handle testing at the event. The CADF will ensure this doesn't happen again."

Currently only three female riders are serving full or provisional suspensions



for anti-doping offences. Former Dutch national champion Iris Slappendel believes there is a cultural difference between men's and women's cycling, with less incentive to dope for women, but argued a more robust anti-doping strategy would be needed as the sport seeks to develop.

"I think they should test more," Slappendel said. "Four or five years ago, we got tested a lot in stage races; now I think it is getting

less. They need to be at all major races.

"If women's cycling gets to the level of the men, with much more money and exposure, then maybe it's tempting [to dope], but that's

not the culture of women's cycling. It never has been."

"We are going into the WorldTour next year and the stakes appear to be getting higher and with that you need to be more careful," added Guarnier. "If you're going to race at 2.1 or 1.1 level, you need to have testing. It's a pain; I'm going to be tested and go through the process, but I want this sport to stay clean."

MY VIEW...

Owen Rogers

Cycling Weekly news writer

The UCI is investing heavily to increase professionalism in women's cycling, but it must not ignore doping. While it does not appear to be a significant problem, the increased rewards of the WorldTour may tempt some to cheat. If doping is allowed to take hold, it could kill any expansion altogether.

Women's anti-doping explained

When is testing conducted?

In-competition tests can take place at any UCI race and any rider competing can be required to provide a sample. Out-of-competition tests apply to riders included in the UCI's Registered Testing Pool (RTP).

What is the RTP and who is on it?

It is the list of riders who must provide whereabouts details for out-of-competition testing. There are 1,033 cyclists on the list and 65 of them are women. Currently only 12 of the top 20 ranked female road riders are included.

Who makes that decision?

The Cycling Anti-Doping Foundation decides which individuals to list on the RTP in line with UCI rules requiring "top ranked women riders" to be included.

It's not just road riders though...

Riders from other cycling disciplines are on the RTP. One of only five British women on the RTP, Laura Trott, sits 406th on the UCI road ranking but is included for her ranking on the track.

Are women included on the biological passport scheme?

Yes, they can be. The UCI explained that any sample from any rider can be screened to profile the blood and urine parameters, regardless of whether the rider concerned is included on the RTP

Who else conducts out-ofcompetition testing?

National anti-doping agencies, although when it comes to female athletes, some do not test outside their own borders. This is not the case with UK Anti-Doping, with a number of British riders reporting tests abroad.







KIT FOR NEXT YEAR?

WEAR THE CHOICE OF CHAMPIONS.

REASONS TO GO SANTINI CUSTOM...



Quality



Shorter Lead-times & Low Minimums



Value for Money



Free Delivery



Free Artwork Service



Online Order System

FOR QUOTES AND MORE INFO



jonathan.sangan@fisheroutdoor.co.uk

BESTSELLERS







Sleek Plus 2.0

Classic Plus













Women's Road Series expands for 2016

Three new events in the Isle of Man, Lincoln and Buckinghamshire have been added to British Cycling's Women's Road Series for 2016. The brand new Manx International GP Feminin will kick off the series on the Isle of Man on April 10 before the Lincoln Grand Prix on May 15 and the North Bucks Festival of Cycling Grand Prix in Newton Longville, Buckinghamshire, on May 29. For the full nine-round calendar, see po.st/2016WRS.

Cash for kilometres

Cyclists in the town of Massarosa, Italy, could be paid up to £35 per month to cycle to work, it was revealed last week. The BBC reported that cyclists could earn 25 cents per kilometre cycled — up to a maximum of $140 \, \text{km}$ — with distances logged via a smartphone app and the rewards paid for through traffic fines. The town aims to reduce motor traffic levels and promote healthier lifestyles.

Call for Tramadol ban

The director of the Cycling Anti-Doping Foundation has called for painkiller Tramadol to be banned from competitive sports. Dr Francesca Rossi told doctors at a conference in Faenza, Italy, last week that 5.2 per cent of anti-doping tests in pro cycling indicated use of the drug. The World Anti-Doping Agency has opted to monitor the drug on its watch-list for 2016.

Froome escapes to the Sun Tour

Chris Froome will begin his 2016 season at the Herald Sun Tour, organisers announced last week. The five-day race takes place around Melbourne, Australia, between February 3-7 and is ranked 2.1. Froome spent last winter in Australia and Tasmania with his then Sky team-mate Richie Porte; he raced a local criterium last December, before officially opening his Tour de France-winning season at February's Ruta del Sol.



















WorldTour assembles for team-bonding

Johan Vansummeren tries his hand at curling as riders of the WorldTour began their first preparations for the 2016 season last week.

Vansummeren attended a team-building camp in the French Alps with his Ag2r La Mondiale squad last week, with the team's riders including Romain Bardet and Jean-Christophe Péraud enjoying days out hiking, playing water polo and riding slides in an aqua park.

FDJ were also busy hiking in the Alps, while riders on Trek Factory Racing tested their new bikes around a motor-racing circuit just outside Milan, and found time for go-karting too. Lotto-Soudal's Adam Hansen meanwhile made the most of his off-season with a holiday to the Himalayas.

Some teams, however, opted for a more prosaic return to the grindstone; this week Mark Cavendish linked up with his new teammates at MTN-Qhubeka at their South Africa training camp, while Orica-GreenEdge riders went out for a spin (and a glass of wine) with their fans at a winery in Australia.

Track squad NZ bound for World Cup

Becky James, Jason Kenny and Ed Clancy will fly to New Zeal and tomorrow (Friday) as part of the Great Britain team for the second round of the Track World Cup in Cambridge, NZ, on December 4-6. James will represent GB in her first major competition since the 2014 World Championships as she continues her return from a knee injury. Clancy also returns to competition after missing the start of the winter season with a back injury.

Cookson to consult with Russia

UCI president Brian Cookson told *Cycling Weekly* he would be discussing anti-doping issues with the Russian cycling federation, after the country's anti-doping agency RUSADA was ruled non-compliant by the World Anti-Doping Agency last week. "We need to take this very seriously and we need to decide what the appropriate action is," he said, adding that he would also discuss the position of Nikita Kamaev, the under-fire head of RUSADA who currently sits on the UCI's anti-doping commission.



"Carbon can withstand a great deal — but sometimes a force hits it from the wrong direction"

he weather has finally caught up with the calendar. It's pretty cold, wet and miserable, and some of us may even have been threatened by frost and snow. This can only mean one thing: my carbon-fibre repairs portfolio will likely get even bigger and more diverse.

There are quite a few common areas of damage on carbon bikes that come through my workshop, seatstays and top tubes being the top two. As most of you will be aware, when applied correctly the black stuff can be great for making very strong, stiff, and responsive frames, wheels and many other parts for our cycling consumption. But when a force hits it from a direction it's not designed to take, then things can go wrong.

Exposed!

So why stays and top tubes? Well, the seatstay on a bike is quite exposed, so if you go down and the poor rider behind runs into you, often that's the first part of your bike that takes the impact. That, or the guy who kept his eight grand pride and joy in his lounge, only to have it fall against his marble fireplace.

Probably the most common damage, however, is due to the handlebars swinging round during a crash and hitting the top tube. I've fixed more of these than I can remember. In fact I've done a couple of frames more than once. So with the cold and icy conditions on the way, I will no doubt be getting more of the same coming my way.

I guess any repeat repairs on a top tube could be like when an old team-mate of mine bought a BMW 7 Series from an auction. These were notorious for being 'clocked', so when he decided to take the speedo out to trim a few thousand miles off its total he got a little more than he bargained for. You see, when he pulled the unit out and flipped it over, someone had put a written label on the back that read: "oh no, not again"!

Former double world track champion, Rob Hayles is a pundit for TV and radio. He's also a coffee connoisseur and garden shed inventor



Hammond reunited with Cavendish

Former Highroad man joins Dimension Data as DS

Nick Bull

oger Hammond will reunite with former team-mate
Mark Cavendish in 2016 as he becomes a directeur sportif at Dimension Data. The 41-year-old, who rode with Cavendish at T-Mobile and Highroad in 2007 and 2008, will split his time between managing his new team — currently known as MTN-Qhubeka — as well as current British outfit Madison-Genesis.

"I've seen Madison as a project since day one — as opposed to just a team — and I feel like I can't just walk away from it," Hammond told Cycling Weekly.

"I spoke with Dimension
Data, and they don't see it as a
conflict of interest. They know
I know the Spring Classics and
I can bring that knowledge
to the team. But I think that
being a sports director [the
nature of the role] doesn't

change from doing a one-day, six-day or three-week race."

Hammond's new role ties in with Cavendish's increased involvement with Madison: as part of his Cvndsh Scholarship, the Manxman will dedicate time throughout 2016 to aid the development of Madison's riders into potential WorldTour competitors.

"We've spoken with Cav about a scholarship from our first season [in 2013], I think it's a stamp of approval of what we're doing," said Hammond of the reigning Tour Series champions.

"His involvement isn't restricted to a phone call before or after a race; if there's a Madison rider who I think is good enough to move up to the WorldTour, and [Cavendish] agrees, his opinion carries plenty of weight.

"He can also advise riders on their futures based on what he knows from his experience."



To do this week...



National Trophy cyclo-cross series, round four, Ipswich, Sunday, November 29

Many of Britain's best off-road stars will be in action this weekend at Trinity Park, which has previously hosted the National and European Championships. Series leaders Ian Field and Hannah Payton are among the entrants.

po.st/NationalTrophyR4



Enter

Perfs Pedal Road Race, Southwick, Sunday, February 14 2016

Postal entries are now available for February's Perfs Pedal — the curtain-raiser of the British domestic season. 85 riders can compete in the event, which will include five laps of the tough Portsdown Hill circuit. "That's one more than this year," said organiser Mick Waite. "It's never been an easy race because of the time of the year, and the course is harder than just the climb." po.st/PerfsPedalEntry



Revolution Series, Glasgow, 8pm, Saturday, November 28, Eurosport HD

Laura Trott and Katie Archibald will be in action at the latest round of the Revolution Track Series in Glasgow this Saturday. Tickets are still available for both the afternoon and evening sessions; the latter being shown live on Eurosport from 8pm. **tv.eurosport.co.uk**



Brompton Beer by Meantime Brewery, out December 4

Greenwich's Meantime Brewery is releasing a new beer next month in collaboration with the popular folding bike brand. Brompton owners can get a free half-pint if they bring their bike along to Meantime's Tasting Rooms on December 4 between four and 8pm; the beer will be also available in the brewery's shop later on in December.

www.meantimebrewing.com













Huge Savings On 1000's Of Products

VISIT OUR WEBSITE FROM THE 27TH NOVEMBER UNTIL MIDNIGHT 1ST DECEMBER TO SEE OUR BIGGEST EVER BLACK FRIDAY OFFERS.

MAIL ORDER HOTLINE (01709) 538374







GIANT TCR ADVANCED PRO 1 2015 WEB SEARCH: 149399

Frame Advanced-Grade Composite • Fork Pro-Spec, Advanced-Grade Composite,
Fork Pro-Spec, Advanced-Grade Composite,
Full-Composite OverDrive 2 Steerer
Shimano Ultegra Groupset
Giant P-SLO WheelSystem





BONTRAGER RACE WINDSHELL JACKET 2014 WEB SEARCH: 130111

All information correct upon going to print excluding genuine errors. Please check our website for the latest specifications and prices. We recommend that you contact us before travelling to a store to collect something from this advert to check the availability, "Free delivery only available on order over £10 if order is submitted via the website, this offer does not apply to mail order telephone sales.





OUT WITH THE OLD, IN WITH THE NEW

FREE CYCLEOPS JOULE CYCLE COMPUTER & SPEED SENSOR*
WORTH £120 WHEN TRADING IN AN OLD TRAINER FOR A NEW CYCLEOPS TRAINER





All CycleOps Trainers come with a

LIFETIME

Learn more about the ycknops Joule offer at www.paligap.cc/ cycleops_bp



Raleigh's Spanish Armada

Double European champion track rider Sebastian Mora joined Raleigh-GAC for 2016, it was revealed last week. The 27-year-old joins fellow countryman and new signing Adria Moreno at the Derby-based team. "I have read a lot about team Raleigh, about [team manager] Cherie Pridham, about UK races and about Derby and, as I like track cycling, I think my racing for the team in England is perfect," he said.

Rojas returns to health

Spanish sprinter José Joaquin Rojas returned home this week after he underwent successful heart surgery last Wednesday. Pre-season health checks revealed that Movistar's perennial top 10 finisher, 30, had Wolff-Parkinson-White syndrome, a condition that can lead to an abnormally high heart rate and poses a health risk to athletes.



Ferrari's at it again

Controversial doping doctor Michele Ferrari will be back in court next year after allegedly assisting an Italian biathlete to dope. Ferrari, known for his association with Lance Armstrong, is accused of assisting Daniel Taschler by giving advice on how to take EPO during the 2010-2011 winter season. Ferrari was handed a life ban from involvement in professional sport by the US Anti-Doping Agency (USADA) in July 2012.

Learn or pay the price

Law-breaking cyclists in Manchester could be offered the chance to complete an online course rather than pay a fine, the *Manchester* Evening News reported last week. Riders who jump red lights or cycle on the pavement will now be offered the opportunity to complete the course and test, akin to that of a driver awareness course for motorists, or pay a £50 fine.

WorldTour revamp rebuffed

Reforms of the UCI WorldTour were dealt a blow on Monday when the International Association of Cycling Race Organisers (AIOCC) voted to oppose them. New races, rulebooks and three-year license structures were put forward by the sport's governing body for adoption in 2017 but the AIOCC, which is chaired by Tour de France director Christian Prudhomme, could now put the brakes on any changes. It also proposed reducing team sizes from nine to eight for Grand Tours and proposed reducing team sizes from from eight to seven for other races.



"People think you're a loser for not going out, and you shake your head, like, 'You don't understand""

raining as an Olympic hopeful seems to me to be very much like having a child. Not the birthing bit; this analogy isn't as simple as 'they both hurt a lot and give you a funny looking foof' (acceptable language, right? I didn't want to say VAGINA and make us all uncomfortable, thank goodness that was avoided). No, I mean when the child is out the womb and you've got to look after it.

When you're a parent (read: Olympic hopeful) the life of your baby (read: Olympic dream) is so much more important than your own life. People think you're a loser for not going out, all, "You were so much fun before that baby, can't you just leave it for one night?" and you shake your head, like, "You don't understand, I've got to look after this thing 24-seven."

You sometimes begrudge the baby for making you so lame and have to remind yourself how important it is, how satisfying it was when the baby achieved something new for the first time (like setting a new peak power PB or excreting in a toilet instead of on itself).

You tell yourself that you're not solely defined by parenthood. You're a lover of comedy, a good friend, a keen reader, but there's nothing in the world you would prioritise over your baby. If someone was describing you, 'parent' would be a key word in explaining who you are. This makes you really proud sometimes, but other times you get annoyed that people are more interested in your baby than in you.

The analogy isn't foolproof, but I have to say it almost always fits. For example, if someone chucked my baby under a car I like to think that I'd find the superhuman strength to lift up the car and still go to the Olympics. I mean, save the child. And an outsider might look down on my Saturday night spent eating yoghurt and watching TV but I'd just shake my head, really patronisingly, and chuckle at how they just don't know what

Fingers crossed I'm raising a good babba and we'll both get plane tickets to Rio. Babies don't fly well, obviously, but I'll wear my compression tights and bring a pillow — it'll probably be fine.

Former swimmer Katie Archibald made a splash in cycling when she won her first team pursuit world title after just three years in the sport





TO VIEW ALL BLACK FRIDAY OFFERS VISIT

* WWW.RAPIDEBIKES.CO.UK/BLACKFRIDAY



Richard Abraham

cycling team is aiming to compete internationally next season with a squad made up of entirely of refugees.

The new Marco Polo Cycling
Team will feature four riders from
Eritrea and one rider from Syria,
all of whom have refugee status in
the Netherlands, and will tackle
the Dutch amateur scene and
selected races in France, Belgium
and Germany. It hopes to grow to
help refugees in the UK.

Run by Gudo Kramer and Daniel Abraham, who himself was a refugee from Eritrea, the team aims to develop riders with potential and help riders integrate with Dutch society through cycling. "These guys are coming to Europe not to race or to learn cycling, they are coming just to survive, to live, to get their freedom," said Abraham. who has ridden six seasons on Continental-level teams and is currently aiming for selection for the Netherlands at the 2016 Paralympic Games.

"Now we have the opportunity to help them and to bring them to a high level of cycling."

Supported by local cycling distributors and coaches who donate their time, the team relies on donations from a handful of Dutch sportives and a crowdfunding campaign aiming to raise €7,500. Kramer and Abraham hope to double their roster to 10

riders in time for next season.

Due to the coverage of the European migration crisis and the profile of Eritrean cyclists Daniel Teklehaimanot and Merhawi Kudus, the team has received considerable media attention in the Netherlands. They have even been inundated with offers of old town bikes from the public.

"In the beginning we had four riders and seven people wanting to make a documentary on the team!" said Kramer. "The big challenge is to mould it all into one organisation that really can work."

Teenage vanguard

The idea for the team came from Abraham, who was aged 15 when he arrived, alone, in the Netherlands in 2000. He earned his first cycling contract in 2010.

"I had real difficulties, there were no opportunities; I couldn't get a bicycle and I didn't know any clubs," he said. "I didn't get that chance, so I want to make it as easy as possible for these guys. I don't want it to be so difficult."

He added that young riders from Eritrea, where cycling is the national sport, often have little formal education or language skills, making adapting to life in Europe very difficult. He has high hopes for Abel Gebrehiwet, 17, who was 2014 Eritrean U23 road race champion, finishing just behind Kudus, the 2015 Tour's youngest rider.

However, Abraham and Kramer

acknowledge that most of the riders will not make it as pros, and both hope that the team can help them on a broader basis. "Cycling will make them into mature men. Cycling is the way to do something and learn, and to grow. I see it like that," Abraham said.

Kramer, who ran the Marco Polo team with riders from non-traditional cycling countries between 2003 and 2012, is also convinced of the broader benefits offered by cycling.

"We have one rider who didn't know a single Dutch person in Holland. In one-and-a-half years he had made no integration," he said. "Now he's in three social media groups with Dutch people, he's met at least 20 Dutch people, a couple of whom he has regular contact with. That's a lot of progress in a couple of weeks, compared to the first 18 months.

"If he doesn't make it as a bike rider then maybe he can be a good mechanic and find a job through his cycling network, that's the sort of development we want to see."

Abraham added that over 30 riders across Europe have contacted him about riding for the team, with Facebook a key communication tool.

"I want to make it a big project," Abraham said. "I know the process about how they get here and I don't want them to suffer here too. I want to have more than 10 riders and I don't care where they come from."







Rapha teams up with Canyon

British brand to support new women's team

Nick Bull

s its partnership with Team Sky approaches its final year, Rapha will diversify its presence in the pro peloton with the newly-launched Canyon-SRAM women's team in 2016.

The British clothing manufacturer's partnership with the German-registered team, which has formed from the now defunct Velocio-SRAM outfit, represents Rapha's first foray into top-level female road racing.

"It's part of a natural journey," said Rapha's chief marketing officer Sarah Clark. "We've supported women a huge amount over the last few years — we've launched clothing ranges, we've had campaigns to get them on bikes and it's time that we go into the higher end of the sport."

Clark believes that the company's involvement will also bring benefits for its entire women's range.

"It's not just a case of 'pink it and shrink it' when it comes to adapting women's products from male products," she added. "There are so many different female body shapes, and it's only through working really closely with a women's pro team that we can broaden our scope."

Briton Hannah Barnes (pictured left, with team-mate Tiffany Cromwell) forms part of the team's nine-rider roster, which also includes 2014 time trial world champion Lisa Brennaeur.

Riders will race on Canyon's flagship Ultimate CF SLX WMN road bikes and the Speedmax CF SLX time trial bikes, the latter of which was launched in October. Both will be equipped with SRAM's eTap wireless groupset. Team manager Ronny Lauke believes the partnership hints at the increasing health of women's cycling.

"What else can a rider ask for? These are all innovative brands," he said, before joking: "Our riders don't have an excuse not to perform next year!"

MY VIEW...

Nick Bull

Cycling Weekly news writer

Whether or not you like Rapha products, the company has a knack for spotting a trend before it becomes one. So while its move into the women's pro scene not only suggests the growing impetus of that side of the sport, it could also be a catalyst for many other brands and sponsors to get involved. That can only be a good thing.



TRAINER + SIMULATOR

Experience the most realistic sensations

Available in stores



3D World



3D Real Weather



Leagues and Groups



Unlimited routes



Velodrome events



Multi-player

3 MONTHS **PREMIUM** INSTEAD OF

Websters Cycle





SPECIALIZED

As a Specialized Elite Store, we aim to provide customers with the very best experience in bicycle retail. Today's rider has high expectations regarding product quality, customer service and selection. You can find all of this within our well-designed, advanced retail environment. Come and visit our store today for the ultimate Specialized experience.

BOOK YOUR BG FIT AT WEBSTERS NOW

0116 257 0777

We also stock the following brands:



Great Range of female specific products

Extensive range of bikes from entry level to advanced































Ample free parking just outside | We are 100mtrs past the Wigston Stage Hotel 270 Leicester Road, Wigston, Leicester LE18 1HQ



www.mailordercycles.com

0116 2570777

THE BIG QUESTION

What is the first thing you do when you get back from a bike ride?

Upload to Strava. If it's not on Strava, it didn't happen.

Michael Neidlinger

Apologise to my wife for riding two hours longer than I said I would.

Peter Dean

Raise my bike over my head and scream "I am the peloton".

Elliot Long

Drink a glass of milk to help recovery. Best done within 30 minutes of a ride to maximise recovery, so I always do it as soon as I get off the bike.

Georgia Mansfield

Just after I arrive? Try to get off the bike by unclipping the pedals instead of falling over. I literally got off my bike by landing on my knees a few times... both have stories to tell.

Claudia Correia

Chuck helmet, gloves and glasses in the house and wash the bike so it's clean ready for the next ride... I have to do this as my road bike lives in my dining room.

Brian Woods

Shower, then eat and drink, followed by the sofa to check out *Cycling Weekly*.

Andy Peek

Stop gasping for breath, check out how red my face is, hand over bike to my son or hubby to sort out, save my ride on Strava. Then go for a shower and lastly go have a Mars Bar and undo all the good work.

Geraldine Fields

Thoroughly clean bike if it's been a wet/damp ride. What kind of a fool is going to let all that crud just dry out on their pride and joy?

Simon Fox



Make an omelette still wearing cycling shoes and sometimes helmet.

Lau Caspersen

Raid the fridge and consume more calories than I burnt off on my ride.

Tom Barnard

Strava. Pee. Wash bike. Wash me. EAT.

Ruth Thomas

Feed the cats. They get so hungry watching me try to get my bike through two doors with one hand.

Lauren Flanders

Tell anyone who will listen all about every aspect of my ride, knowing by their glazed expressions that I'm boring them rigid... but I don't care.

Colin Devine

I empty my jersey pockets and hop in the shower with my kit still on so that way it gets washed all at once and is ready when it's time to ride the next day.

Jonathan Osorio

More often than not drink tea and eat cake. What's the point in riding if there is no post-ride cake? And someone shoot me if I ever consider a recovery shake!

Lee Wood

There is only one way a true athlete can relax after a gruelling evening of KoM'ing and that's by having a magnum of champagne and an ice cream in a hot bath with some power ballads on.

Billy Degnan

Walk into the kitchen, stare solemnly at my family and rumble "the night is dark and full of terrors".

Toby Zeidler

Realise I've lost my key.

Mat Messer

Next week's big question...

What is the worst piece of botched bike maintenance you've ever encountered? Reply to us at cycling@timeinc.com or at www.facebook.com/CyclingWeekly

Letters

Letter of the week wins a Lazer 02 helmet worth £69.99



That old devil

STAR LETTER The recennt nickname article was another great read but Claudio Chiappucci, aka El Diablo 'the

devil', one of our sport's much loved and admired figures was missing from the list, and he definitely deserved a mention. He gave me many great years of inspiration with his style of climbing, and his sheer passion and determination should anyone manage to pass him on a climb.

Ian, email

Affable octogenarians

I'm a regular reader of *Cycling Weekly* and I noticed a letter (*CW*, Nov 5) from Linda Green describing meeting two English people in their campsite in Brittany recently.

These two were cycling and motorhome enthusiasts and Linda and her partner were impressed and amazed at the 84-year-old man still cycling and his 80-year-old wife regularly swimming.

I suddenly realised that these two were ourselves and we were surprised and very flattered by the kind comments.

What a lovely gesture writing in this way and if this letter is printed perhaps my reply and acknowledgment will be seen by Linda and Ted.

Pam and John Carter, Hereford

A solution for Arthur

Arthur Harragan (*CW*, Nov 5) can partially avoid the long walk to and from the Lee Valley Velodrome by taking a cab from Stratford station at a cost of around £5 — pretty reasonable for two or more people.



Subscribe to Cycling Weekly and get a pair of Madison bibshorts! Call 0845 676 7778 or subscribe online. See pages 26-27 in this issue for details

SUBSCRIBE NOW!

Getting back, however, is made difficult by the management's refusal to allow a taxi rank on site. A line up of cabs after the event, as found at any world-class facility, would be such a simple solution. A golf buggy shuttle service could prove popular, even if there were a fare to pay. There was a free one at the Olympics and is claimed to exist at weekends, subject to volunteers turning up. Even with a disabled driver's Blue Badge one had to pre-book for the London Six.

Stuart Benstead, email

Luck of the Irish

I have the seen photo of Dr Hutch in bed with a lady (*CW*, 29 Oct). She looks much too good for him!

Michael Gambling, Norwich

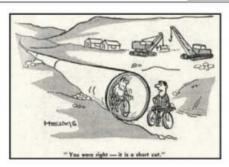
Commentators cursed

Having watched the Revolution track meeting from Manchester on October 25, we were unsure if we were watching a chat show on Eurosport. For many cycling events the format has been excellent thanks to the unseen commentators.

namely Carlton Kirby and Tony Gibb. But at Revolution, Dame Sarah Storey and her commentating partner appeared to dominate the proceedings trackside, at times overriding the commentary, making the viewing unappealing and choppy. We ended up turning the TV off before the show ended.

What should have been an exciting Revolution meeting was let down by the changed format with a chat show mentality.

Mr and Mrs Lines, email





Johnny Helms was Cycling Weekly's resident cartoonist from February 1946 until November 2009.

CYCLING WEEKLY. TIME INC. (UK) LTD

CONTACT US

cycling@timeinc.com | 020 8726 8453 9th floor, Leon House, 233 High St. Croydon CR9 1HZ

Editor: Simon Richardson

Acting deputy editor: Hugh Gladstone
News writers: Nick Bull, Richard Abraham, Sophie Hurcom
Acting fitness editor: David Bradford

Fitness writer: Paul Knott Tech editor: Symon Lewis

Tech writers: Óliver Bridgewood, Henry Robertshaw, Hannah Bussey, Paul Norman, Christopher Hovenden Editorial: Jocelyn Mack, Laura Hicks, Anna Richardson, Simon Smythe, Matt Lamy, Chris Marshall-Bell

Production editor: Daniel Thomas Chief sub editor: James Shrubsall Deputy chief sub editor: Jonathan Emery Sub editor: Rob Hoyles Group art editor: Daniel Baines Deputy group art editor: Ben Smith

Beruty art editor: Jamei Baines
Deputy group art editor: Ben Smith
Senior designers: Kevin Sharpe, Steph Tebboth
Photographers: Christopher Catchpole, Daniel Gould,
Andy Jones, Graham Watson
Picture editor: Jason Hardy

Content director: Simon Collis Web editor: Nigel Wynn Assistant web editor: Richard Windsor Web writers: Stuart Clarke, Jack Elton-Walters Senior videographer: Thomas Ellis Videographer: Andrew Daler

CW SHOP: 020 8726 8403

ADVERTISING

TEL: 020 314 THEN EXTENSION...
...82504 Head of market: Robina Shahid
...82613 Brand manager: Leshna Patel
...82608 Digital brand manager: Martin Goss
...82694 Ad production: James Wise
Advertising fax: 020 8726 8294
Advertising email: leshna.patel@timeinc.com

Marketing manager: Natalie Hicks Marketing executive: Victor Alway Events executive: Dawn Brooks Marketing designer: Mike Rawley PA to publishing director: Martine Derwish Publishing director: Keith Foster Content director: Simon Collis

Group magazine editor: Garry Coward-Williams
Managing director: Oswin Grady

26,273



Cycling Weekly ABC. Jan-Dec, 2014 (print & digital)

Subscriptions hotline (0844) 848 0848
Email ipcsubs@quadrantsubs.com
Or subscribe online at... www.cyclingweekly.co.uk

SUBSCRIPTION RATES (for 51 issues, including postage) £156.25 inside the UK; £294.90 Europe; USA \$384.20; Rest of World £251.79 Send orders and correspondence to: Oakfield House, 35 Perrymount Road, Haywards Heath, West Sussex RH16 3DH. Cheques payable to Time Inc (UK) Ltd.

BACK ISSUES: John Denton Services, PO Box 772, Peterborough, PE2 6JW Tel: 01733 370 800, www.mags-uk.com/ipc

Cycling Weekly, 0011-4316, is published weekly by Time Inc. (UK) Ltd, Blue Fin Building, 110 Southwark Street, London, SEI OSU, England The 2015 US annual subscription price is 3842.0. Aftrieight and mailing in the USL by agent named Air Business Ltd. c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11434, USA. USP ostmaster: Send address changes to Cycling Weekly, Air Business Ltd. c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA Subscription records are maintained at Time Inc., Blue Fin Building, 110 Southwark Street, London, SEI OSU. England Air Business Ltd is acting as our mailing agent.

Registered at the Post Office as a newspaper. Printed in the UK by the Polestar Group. Distributed by Marketforce (UK) Ltd., a Time Inc. (UK) Ltd company, 2nd floor, 5 Churchill Place, Canary Wharf, London E14 5HU

CONDITIONS OF SALE AND SUPPLY This periodical is sold subject to the following conditions, namely that it shall not, without the written consent of the publishers first being given be lent, resold, hired out or otherwise disposed of in a mutilated condition or price in excess of the recommended maximum price shown on the cover and that it shall not be lent, resold, hired or otherwise disposed of in a mutilated or any mutalhorised cover by way of Trade or affixed to or part of any publication or advertising, literary or pictorial matter whatsoever.

© Time Inc (UK) tid. 2015 ISSN 0011 4316. No. 6375



ORDER FORM

Post the completed order form to: FREEPOST RTKA-YLJG-HAAK, Time Inc. (UK) Ltd, Rockwood House, 9-16 Perrymount Road, HAYWARDS HEATH, RH16 3DH. (No stamp needed)

YES! I would like to subscribe to Cycling Weekly and get my Madison
Road Race Thermal Gilet

Road Race Thermal Gilet	
Select Size \square Small: CJP5 \square Medium: CJQ5 \square Large: CJR5	XLarge: CJS5
LIK 6 monthly Direct Dehit – nav only £65 99 every	TOR

OFFER

UK 1 year cheque/credit or debit card (51 issues) – pay only £139.99, saying 10% (full price £156.25)

6 months, saving 15% (full price £78.13)

£139.99, saving 10% (full price £156.25)
YOUR DETAILS:
Mr/Mrs/Miss/Ms: Forename:
Surname:
If you would like to receive emails from Cycling Weekly and Time Inc. (UK) Ltd containing news, special offers, product and service information and, occasionally, take part in our magazine research via email, please include your email below.
Email:
Address:
Postcode:
Home Tel. No: (inc area code)
If you would like to receive messages from Cycling Weekly and Time Inc. (UK) Ltd containing news, special offers, product and service information and, occasionally, take part in our megazine research via your mobile, please include your mobile phone number below.
Mobile:
Date of Birth: DD MM YYYY
GIFT SUBSCRIPTION
Mr/Mrs/Miss/Ms: Forename:
Surname:
Address:
2
CHOOSE FROM 3 EASY WAYS TO PAY:
1. CHEQUE I enclose a cheque/postal order for: £ made payable to Time Inc. (UK) Ltd.
2. CREDIT/DEBIT CARD
Please debit my: Amex Visa Visa Debit Mastercard Maestro (UK only)
Calu IV.
Start Date (Maestro only) Issue No. (Maestro only) Expiry Date

 DIRECT DEBIT: To pay £65.99 every 6 months by UK Direct Debit, please complete your details below:

Signature:

PAYMENT DETAILS – DIRECT DEBIT Instruction to your bank or building For office use only: Originators Refe	society to pay by Direct Debit.
Name of Bank:	
Address of Bank:	
	Postcode:
Name of Account Holder:	
detailed on this Instruction subject to	Account No: Continue
or Building Society. Signature:	Date:
(I am over 18)	

Offer open to new subscribers only. Final closing date for all orders is 2nd February 2016. Orders purchased as a gilt before the 11th December 2015 will start with the February 2016 issue published in January. All gilt orders purchased after this date will begin with the first available sizes. If you would like your gift subscription to start with an earlier issue please contract customer services on 3020 3023. Orders purchased for yourself will start with the next available issue. Please allow up to 6 weeks for delivery. For full terms and conditions please with www.magazinsedirect.com/ferms." In the event that we not not off its off, we promise to offer you actions on the prior or an alternative gift of the same or greater value. Your gift will be delivered separately within 26 days after your first payment has been taken. Gifts are not available for magazines delivered to oversease addresses. Please not for hygiene reasons this product is non-termable, unites fautly. For enquiries and oversease rates contact magazinesdirect@quadratsubsc.com or call +44 (0)330 333 0233. Time fire. (UK) Ltd why publish Cycling Weeks), will collect your personal information to process your order. Time Inc. (UK) Ltd would like to contact you by petidenyon or post with respects to promoting and researching their products and services. Please tick here if you prefer not to hear from Time Inc. (UK) Ltd would like to send messages to your mobile with Offers from carefully selected organisations so that they can contacted \[\frac{\text{Time Inc.} (UK) Ltd would like to contact you by selection or post with respects to promoting and researching their products and services. If you want to receive messages please tick here \[\frac{\text{Time Inc.} (UK) Ltd would like to contacted \[\frac{\text{Time Inc.} (UK) Ltd would like to contacted \[\frac{\text{Time Inc.} (UK) Ltd would like to contacted \[\frac{\text{Time Inc.} (UK) Ltd would like to contacted \[\frac{\text{Time Inc.} (UK) Ltd would like to contacted \[\frac{\text{Time In



A SUBSCRIBER PACKAGE NOT TO MISS!

- * Home delivery of each issue
- ★ Immediate access to the digital edition**
- * Free subscriber rewards
- * Save money on the shop price
- * Get a fantastic welcome gift



0330 333 4555

Quote code: Small CJP5 Medium CJQ5 Large CJR5 XLarge CJS5

7 days a week from 8am to 9pm (UK time)

** The digital version comes free with the print edition of your subscription and is available strictly on a trial basis. Time Inc. (UK) Ltd reserves the right to withdraw free access to the digital version at any time. The Rewards scheme is available for all active print subscribers of magazines published by Time Inc. UK, free of charge. Digital subscribers also get access as long as the subscription has been purchased directly through the publishers at magazinesdirect.com. Full terms and conditions are available at mymagazinerewards.co.uk.

GET A MADISON ROAD RACE THERMAL GILET* when you subscribe today

Black reflective detailing • Windproof • Water resistant





Subscribe online at

www.magazinesdirect.com/CJQ5



Complete the coupon opposite

Luke Rowe: leaner & meaner





The Welshman tells *Richard Abraham* about his journey from carefree youngster to Sky's formidable road captain

ome 25 year-olds might see it as a rite of passage: ending up in hospital in a foreign city, unable to walk at the end of your mate's stag weekend after problems with the bottle. Luke Rowe's done it. Though it's not quite what you had in mind.

"Everyone instantly thinks it's alcohol related, don't they?" Rowe tells *Cycling Weekly*. "And trying to explain that one to the team was a long-winded story."

What actually put Rowe in hospital in Berlin at the end of Geraint Thomas's stag weekend in July was a cut on his ankle, sustained on the Champs-Elysées on the last day of the Tour de France. A rogue bidon in the bunch, shaken loose over the cobblestones, flew up from under the peloton's wheels and hit Rowe just above the shoe.

"The Monday afterwards it was fine, Tuesday fine, Wednesday I was in Berlin for G's stag and it got to the point where I couldn't walk on it," Rowe adds. "It had swollen up massively and I was in Berlin hospital for six nights getting operated on and all sorts. It was quite serious and I had three weeks off the bike and I didn't ride once, which put the last bit of the season on a bit of a downer."

Rowe's encounter with the German healthcare system might have seen his season go out with a fizzle rather than a bang, but the Welshman can have no complaints about the rest of 2015. After enjoying what can only be described as his breakthrough year in the Classics, he successfully turned himself into a key part of Chris Froome's winning Sky team in his debut Tour de France, a team where simply earning selection can be seen as a victory in itself.

This was Rowe's real coming of age, fist-pumping his older brother Matt who had come out to watch him on Alpe d'Huez and becoming only the third Welshman (alongside Colin Lewis and Geraint Thomas) to finish the Tour.

"You get quite a lot of credit for it,"

"He's ticked every box we've set him, and he's ambitious"

Rowe says. "People suddenly start realising the level that perhaps I'm at."

Steady development

The last 12 months have seen the latest stages in the steady development of Rowe. No longer is he the baby-faced youngster of Team Sky with a permanent grin on his face. He's got leaner and meaner, and ditched the dodgy moustache that he grew for the Movember charity in late 2013 (and hung around for some of 2014). He's still smiling, but the smile is that of a rider in his fourth year in the professional ranks rather than of a wet-behind-the-ears neo-pro.

"He's not young any more, he's not 'potential' anymore," says Rod Ellingworth, Rowe's manager at Sky. "This is it now, he's got to do it."

Ellingworth, the former GB Academy coach and one of the best in the business at developing young talent, has overseen Rowe's transition from neo-pro to seasoned pro in less than five years (Rowe actually started riding full time in 2008 with the Academy system set up by Ellingworth, who at the same time moved on). The 2012 season he explains was about Rowe finding his feet, and he quickly took his first pro win at that year's Tour of Britain. At the end of his neo-pro term in August 2013 he was thrown into his first Grand Tour, the Vuelta a España. It wasn't really about him finishing — he didn't — but about him learning what he needed to do to progress: lose weight. One year on he returned to Spain, riding into Santiago de Compostela alongside his team leader and overall runner-up Chris Froome.

"He's progressed slowly and on a very nice progression line. He's not made huge leaps and bounds, it's been a really nice sort of build and he's learnt a lot as he's gone along," says Ellingworth. "He's pretty much ticked every box that we've set him, and he's pretty ambitious.

"That's the key thing; it doesn't matter what we do around somebody, if their ambition is there then you're on to a winner. That hasn't changed."

That 2014 Vuelta served as a turning point for Rowe as it has done for many



a young rider. With the accumulated race days in his legs he strung together a good off-season and block of winter before his impressive Classics campaign, one of the best ever by a British rider.

Rowe won't exactly be blaming his team-mates but Ian Stannard's win in Omloop Het Nieuwsblad in late February, Geraint Thomas's victory at E3 Harelbeke in March and Sir Bradley Wiggins's last hurrah at Paris-Roubaix in April meant Rowe's rides slipped somewhat under the radar. In those three races Rowe came ninth, 13th and eighth. Any one of those doesn't just happen by chance. Stringing all three together is a real sign of a rider not only on form but one with the chance to convert one of those into something more in the future.

His own man

Rowe might come across as one of the lads around the Sky and Great Britain team but don't mistake that for braggadocio, he isn't the type to go shouting from the rooftops.

"In terms of how people perceive me, I'm not interested in all that," he says. "I do what I do for my own pleasure and for my family, and not for anyone else."

"Classics results like Rowe's don't just happen by chance"

It comes as a surprise to learn that Rowe, in addition to his roles as Tour domestique and Classics man, has taken on the role of road captain for Sky at various times this season. In fact he did so at the Tour Down Under, Critérium du Dauphiné and the Tour de France before reprising the role in GB colours in the World Championships road race.

"It's not all that it's built up to be; it's a case of communicating to all the riders," Rowe explains. "If there is a decision which needs to be made on the road then it's someone to make the final decision, that's all it is.

"It's something I've done before and I'm happy to do it," he adds. "It can't be over-talked, all it is is discussing amongst riders and making the final call."

Cycling's image of a road captain is of a shrewd old-timer whose wise eyes have seen it all, and continue to perceive exactly what's going on in a bike race (see boxout). Part tactician and part

The captain's role

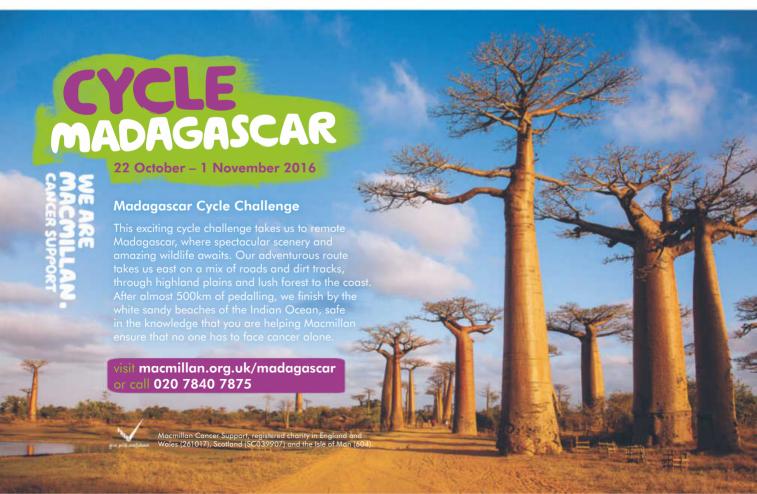
A captain in a road cycling sense isn't like a captain in other sports. He or she doesn't go out and shake hands with the opposing teams' captains and the referee before the race, doesn't wear an armband, and certainly doesn't receive the trophy. In fact, it's rare that anyone knows who they are at all.

David Millar used to captain for Great Britain and his Slipstream pro team. Other captains include Bernie Eisel (who joins Dimension Data in 2016), Michael Rogers (Tinkoff-Saxo) and Luca Paolini, although the Italian is currently provisionally suspended for testing positive for cocaine.

Rod Ellingworth describes the ideal captain as "someone who communicates well, understands a bike race well and can rally people". Experience, not age, is the key factor given that the job involves making tough decisions in difficult circumstances, especially in certain non-WorldTour races when there are no race radios to link riders with their DS in the team car.







patron, they are riders who command respect, communicate well to their team-mates, and rule with their heads rather than their hearts.

Rowe certainly has presence in the bunch — he's six foot two with broad shoulders for starters — but how does someone aged just 25, riding his debut Tour, captain one of the world's strongest teams at the world's biggest bike race?

"There are some people who are just leaders and some people who aren't. He communicates well and isn't scared to say how it is, and he isn't scared to put himself out and say sorry guys, I f***ed up," says Ellingworth.

"He's a true team-mate. An absolute diamond of a team-mate."

Racing brain

Rowe owes much of his tactical nous to countless childhood hours spent riding the Maindy track in Cardiff along with his other brother Matt, where his father Courtney remains a coach. As he has developed physically he has been able to stick it out in races for longer, absorbing the workload and deploying that racing brain. There was certainly plenty of workload to go around at the Tour de France. He and Stannard were the two principal black and blue workhorses, pulling the strings from day one and

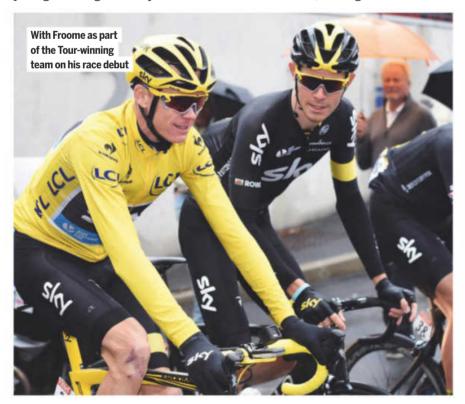


looking after Froome on the flat stages, defending the yellow jersey for 16 days and leading the bunch for as long as they could in the mountains.

"Riding the way me and Stannard did, a lot on the front, taking on a big workload, it really does take a lot out of you and it can't be underestimated," Rowe says, assessing the fatigue felt by both riders in August and September.

It paid dividends; Froome put together the foundations of his success in that tricky first week before the stage nine team time trial, earning 88 seconds on Nairo Quintana on stage two and staying safe on the cobbles on stage four. It ought to pay dividends for Rowe too; after a month off during October and a return to training in November, he hopes the legacy of riding a tough Tour will translate to better endurance and strength next spring.

And with one Welsh rider shifting his focus away from the Classics and towards the Tour, another is well placed to take his place. Turning from diamond team-mate to diamond team leader, Luke Rowe's time might finally have come.



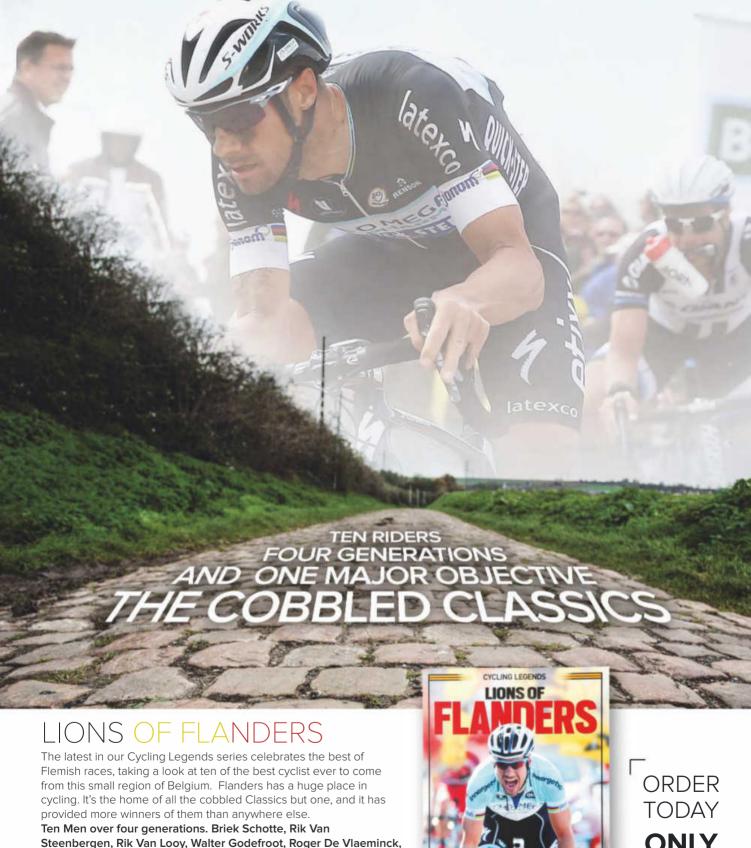
When fans attack

Nobody says the Tour de France will be easy but the vitriol and ill-feeling directed at Sky during the race from sections of the spectators made 2015 particularly tough for Rowe and his team-mates.

"Everyone's got their own story of what happened to them," Rowe explains. "I got punched, spat at, abused, we had piss thrown at us. One day we had the team car finish with no wing mirrors because they both got hit off the car by spectators."

Yet the experience hasn't left Rowe bitter. If anything it made the sense of achievement and camaraderie in the face of adversity even stronger.

"It's unfortunate a small minority can spoil it," Rowe adds. "But when I say spoil it, it didn't really get us down, we were just happy with every day just concentrating on one goal, which was taking the jersey to Paris, and we did it."



reveals the nature of these very special races and the men who win them, it's a must read for any cyclist.

Eric Vanderaerden, Eddy Planckaert, Johan Museeuw, Peter Van

Lions of Flanders is their story. Told with exclusive interviews and observations from their competitors, using stunning photography that

Petegem and Tom Boonen.

ONLY £9.99

Available at all good newsagents and online at www.cyclingweekly.co.uk/shop with FREE p&p.

2016 Race Bike of the Year

In recent months we've ridden thousands of miles on the bikes that made our shortlist. But only one can be awarded the coveted title of CW Race Bike of the Year

or our 2016 Race Bike of the Year award we have been looking for the bike that has, simply, impressed us the most. After a lengthy testing period, and countless discussions we have come up with a shortlist of the very best bikes to hit the market for the 2016 season.

We have considered everything that is important in a good race bike: stiffness, weight, aerodynamics, comfort and importantly, value. On top of that, the best bike should be responsive, well balanced and deliver an outstanding ride.

Within our top 10 there are five category winners to

represent the different types of race bike available. These are: best endurance bike, best disc brake bike, best lightweight bike, best aero bike, and finally the best value bike.

 \Diamond

These categories represent the needs of all racers. Endurance bikes, for example, are more commonly found in sportives but are often built around frames that are used in the Spring Classics. Disc brake bikes have been included because while they didn't see widespread racing use in 2015, this is set to change.





aunched just ahead of the Giro d'Italia, the ultra-light 2016 Merida Scultura has already claimed Grand Tour stage wins. The previous model dates back to 2012 and the new version takes huge steps forward in several

key areas. But why have we selected this as our lightweight climbing bike of the year?

Frame

The frame is made from 400 individual pieces of carbon, taking roughly 14 hours to put together, going through 30 different pairs of hands. The dropouts are carbon too, resulting in the Team Edition frame weighing 800g for a size 56.

As a result of the collaboration with Lampre, the geometry has been refined to make the new Scultura more aggressive, with a lower front end and longer top tube — previously riders had been employing

ridiculously long stems and choosing smaller frame sizes to get the fit they were after. The reshaping of the frame brings it in line with the Reacto, Merida's aero bike.

SCORE & SPECIFICATION

Frame 10 | Spec 8 | Ride 9 | Value 10 Overall score 9

Frame Scultura CF4

Fork Scultura Mid Superlite

Size range 44-59cm

Groupset Shimano Ultegra with FSA chainset

Wheels Fulcrum Racing 7

Bar FSA Gossamer

Stem Merida Pro Carbon

Seatpost Merida carbon

Saddle Prologo Kappa 3

Specification

Components are predominantly Shimano Ultegra, with own-brand brakes, an FSA Gossamer chainset and Fulcrum Racing 7 wheels. The entry-level wheels meet the demands of training but certainly don't live up to the full potential of this premium quality frame.

Riding

Hop on the Scultura and you will instantly want to take to the hills. Get out of the saddle and it darts like an Alpine Ibex up sharp gradients, but is equally proficient tearing down them. The superb handling results

Bianchi Specialissima £7,900

Tested by: Chris Hovenden | Miles ridden: 276 | Size tested: 55cm | Weight: 6.5kg

The Italian brand's bikes, with their distinctive celeste paintjobs, have been ridden by some of cycling's most iconic riders, including Fausto Coppi and Marco Pantani, to name just two. And although the Specialissima on test may not have the classic Bianchi colour scheme, celeste is one of many colours available through the custom frame builder option.

For close to £8,000 you get a bike that weighs an incredibly low 6.5kg, 0.3kg below the UCI limit. The components are high-class too, with Campagnolo's top mechanical groupset Super Record, which performs brilliantly and ticks another box for purists. Fulcrum's Racing Zero Nite wheels are light and stiff without being too harsh on British roads, and no expense has been spared with the FSA K-Force Light finishing kit.

The bike handles well, is stiff and amazingly responsive — you really feel the forward propulsion as you

stamp on the pedals. However, you do also feel a fair degree of road buzz.

The Specialissima is a beautiful bike that oozes panache but it comes with a hefty price tag and there are more comfortable, and far cheaper, alternatives.

www.cycleurope.com

SCORF & SPECIFICATION

Frame 10 | Spec 10 | Ride 9 | Value 7 | Overall score 9

Frame Bianchi Specialissima Super Light Carbon with Countervail Groupset Campagnolo Super Record Wheels Fulcrum Racing Zero Nite



from a shorter wheelbase and lowered centre of gravity — the bottom bracket is 5mm lower than the Reacto.

Despite being supremely stiff and light, we're pleased to report that comfort hasn't been sacrificed. The rear brake is directly mounted at the bottom bracket to allow more flex in the stays. Although supplied with 25mm tyres, it can accommodate 28mm easily. In short, you can comfortably ride this bike all day.

Value

www.merida-bikes.com

This package is all about the frame. If you were to buy a Specialized S-Works Tarmac, the frameset alone retails at £2,900. Yet the Scultura frame is significantly lighter and, for the price, you will struggle to find a complete bike with a frame this good.

Upgrading the brakes and wheels would transform the Scultura into a bone fide superbike.

Alternatives

Giant TCR Advanced 2 £1,199

Giant's TCR has been redesigned for 2016, and claims to have a stiffness-to-weight ratio that's best in class. www.giant-bicycles.com







n the past, if you were looking for a bike that would be as good in the hills as it was on the flat, then anything with disc brakes was immediately out of the equation — because of the extra weight. But things have changed with the new Focus Izalco Max Disc, a fantastic bike that thrives on all terrains.

Frame

The heart of the bike is a fabulous frameset, only marginally tweaked so that it can stand up to the torque of flat-mount disc brakes. This means that it weighs only slightly over 800g for our 56cm test model — it is very light by any standards, let alone for a disc brake bike.

The frame also includes thru-axles front and rear, which are better able to cope with the asymmetrical strain of disc brakes, but uses Focus's Rapid Axle Technology, which means that they are just as easy to remove as traditional quick-releases.

SCORE & SPECIFICATION

Frame 10 | Spec 9 | Ride 10 | Value 9 Overall score 10

Frame Izalco Max P2T 10 Carbon Fork Izalco Max P2T 10 Disc Carbon T4 Size Range 2XS-2XL

Groupset Shimano Dura-Ace and

Ultegra/FSA mix
Whools DT Swiss P23 tuboloss road

Wheels DT Swiss R23 tubeless ready Bar Fizik Cyrano R3

Stem CPX Carbon

Seatpost CPX Plus Carbon
Saddle Fizik Antares P5 Mag

Saddle Fizik Antares R5 Maganese

Specification

Although this particular version comes with a mish-mash of components, the combinations are absolutely spot-on. Both derailleurs are Dura-Ace, which is as smooth and precise as ever, while the Shimano RS805 flat-mount disc calipers, combined with 160/140mm rotors, offer strong, reliable

braking in all conditions, even when tackling lengthy descents.

The DT Swiss wheels aren't super-light but don't hold you back. They come tubeless-ready, so if you do decide to ditch the inner tubes, you don't have to go looking for new rims — although the bike is supplied with normal Schwalbe One clinchers.

Ride

If you're after a bike to tackle everything the road is likely to throw at you, then the Focus is a fantastic choice. The low weight means that it climbs like a dream, gliding smoothly up steady gradients. And if you add some

Specialized Roubaix SL4 Comp Disc £2,000

Tested by: Chris Hovenden | Miles ridden: 253 | Size tested: 56cm | Weight: 9.1kg

Named after one of cycling's most gruelling one-day races, and with a relaxed geometry and disc brakes, the Roubaix SL4 is designed for all-day riding comfort.

The SL4's FACT (Functional Advanced Composite Technology) carbon frame has a unique look. The internally routed cables, the lack of brake bridges and the narrow front profile all combine to offer aerodynamic stylings while the seatstays and the fork have distinctive kinks where Specialized's Zertz elastomer inserts absorb road vibrations. Along with the frame's casual angles, these dampers

allow you to remain seated across all but the most uneven surfaces.

The mixture of components perform well on this machine, most notably the Axis 4.0 Disc wheels and the hydraulic disc brakes (with Shimano's IceTech pads) which provide reliable and consistent braking.

Built primarily for comfort, the SL4 is a quality endurance bike, and you won't find much better if a smooth ride is your

top priority. However, for speed and responsiveness, it cannot keep up with Giant's Defy or Focus's Izalco Max. www.specialized.com





Frame 8 | Spec 8 | Ride 7 | Value 8 | Overall score 8

Frame Specialized SL4 FACT 8r carbon **Fork** Specialized FACT carbon, disc mount

Groupset Shimano Ultegra/105 with Praxis Works chainset

Wheels Axis 4.0 Disc SCS



lighter carbon wheels, it will bound up the steeper stuff too. Coming down the other side is just as fun. The bike feels nice and stable even under heavy braking, but still lively enough to be chucked into corners with reckless abandon.

What's more, it's comfy too, with the split seatpost design helping to take the sting out of rough roads. However, if you want even more comfort, then — because Focus has removed limitations such as the brake bridge between the seatstays — there's plenty of clearance for wider tyres; Focus claims a 28mm limit.

Value

Although you can get an Izalco Max Disc with SRAM Red for £4,699, this version, which has a mixture of Shimano Dura-Ace, Ultegra and an FSA chainset, seems to

represent much better value. Everything works perfectly; the quality components combined with an outstanding frame seems like a pretty good deal at just over three grand.

www.derby-cycle.com

Alternatives

Cube Agree C:62 **£1,599**

Its looks might not be for everyone, but with an aero frame, Shimano 105 and hydraulic discs, its performance is hard to fault.

www.cube.eu



Scott Solace 20 Disc ₹2,099

Designed for all-day comfort, the Solace is Scott's endurance machine, but it's still ready to go as and when needed.



B'Twin Ultra 720 AF £1,050

Tested by: Henry Robertshaw | Miles ridden: 376 | Size tested: L | Weight: 8.64kg

he B'Twin Ultra 720 AF is part of a new wave of aluminium frames which are threatening to dethrone carbon as the frame material of choice, especially at this price point.

Frame

The temptation when looking for a new bike for around a grand is to go for carbon. However, given the choice between a good aluminium frame or an average carbon frame, I'd go for the former every time, and the B'Twin is the perfect illustration of why. The frame has been designed to offer a balance of

performance and comfort, and even has some of the latest aero touches, such as direct-mount brakes.

Specification

The groupset is what really sets this bike apart. To see a complete Shimano Ultegra groupset on a bike of this price is staggering. As anyone who has used Ultegra will testify, it is virtually the equal of Dura-Ace in almost every area, particularly in its latest 11-speed 6800 guise. The Mavic Cosmic Elite wheels are also pretty good, and although they come with a weight penalty, they stand up well to the battery of British roads, and the 30mm rim offers a slight aero benefit.

Ride

Comfort is this bike's strong suit.

Despite not having a carbon seatpost, the back end soaks up all but the very worst of road surfaces thanks to curved seatstays and no brake bridge. The damping is matched at the



front where you get a carbon fork for the money. If you're looking for a bike to add a little more zip to your ride, the good news is that the B'Twin's power transfer is also very good. Stamp on the pedals and swing the bike from side to side in an all-out sprint and acceleration is sharp.

Value

A price of £1,050 for a competitive aluminium frame, with Shimano Ultegra and a robust Mavic Cosmic

Elite wheelset will spark even the top roadies' interest. Well done B'Twin.

<u>10</u>



Alternatives

Dolan Preffisio 105 £749.99

With an aluminium frame, an excellent 105 groupset, and a keen price tag, the Preffisio is great value as either your main bike or winter trainer. www.dolan-bikes.com



Eastway Emitter R2 1,600

A carbon frame, Ultegra groupset and finishing kit from Continental, Mavic, Fizik and Ritchey? That sounds like a fantastic deal for only £1,600.

www.wiggle.co.uk



Sensa Calabria Matt £2,000

Tested by: Paul Norman | Miles ridden: 278 | Size tested: 53cm | Weight: 8.14kg

The Sensa Calabria offers excellent value for money — £2,000 for an aero carbon frame with Ultegra Di2 is tough to beat. But did the ride match the value?

The frame has aero section tubes, an aero seatpost and even aero

profiled bars. It's built of unidirectional carbon fibre, has a hefty, wide bottom bracket shell and comes with an aero full-carbon fork and internal routing.

The finishing kit and wheels are all Sensa own-brand, with the wheels shod with 25mm Schwalbe Lugano tyres. The electronic shifting is definitely a highlight

SCORE & SPECIFICATION

Frame 8 | Spec 9 | Ride 7 | Value 10 | Overall score 8

Frame Monocoque Generation5, Zero Void Curing, carbon fibre, SAF-design **Fork** Supra Airflow 1.5

Groupset Shimano Ultegra Di2 **Wheels** Supra RA Pro

of the spec, although the 11-25 cassette is a tad limiting.

There's incredible stiffness in the BB shell and wide bearing placement, yielding decent power transfer. That stiffness has its downside,

though, with vibration transferred up through the seatpost and saddle. The ride on typical UK back roads is quite harsh, but smooth tarmac showed what could have been, and the Sensa really excelled on these.

www.merlincycles.com



Ridley Fenix SL £4,999

Tested by: Oliver Bridgewood | Miles ridden: 477 | Size tested: M | Weight: 7.1kg

A WorldTour frameset, as used by LottoSoudal, is at the centre of this package and it is refreshing to see a bike free from shortcomings in the spec sheet. Although it is an endurance bike, the geometry is still within the realms of a race bike.

SCORE & SPECIFICATION

Frame 8 | Specification 10 | Ride 9 | Value 9 | Overall score 9 Frame Fenix SL, 30T-24T HM Unidirectional carbon Groupset Shimano Dura-Ace

Wheels Zipp 202 Firecrest clincher

more rounded at the rear dropout. This helps to improve comfort, but the Fenix SL's handling stands out. Some stiff, lightweight bikes can be chattery when pushed hard, but the Fenix is

beautifully balanced and planted.

The Fenix SL copes well on a variety of terrains. It's ideal for UK roads and the price is competitive. It's not featherweight, but is light enough for serious climbing.

www.madison.co.uk

Proudly displaying a Flandrian flag sticker proclaiming "tested on pavé" this frame states its raison d'être. The top tube has a 'leaf-spring' appearance, curving to meet the rear stays, which are flat and spring-like at the seat tube,



Alternatives

Trek Domane 5.2 **£**2,200

Tested on the pavé of Flanders and Roubaix, the Domane features special IsoSpeed decoupler technology to increase comfort over rough roads without compromising on stiffness. www.trekbikes.com



Wilier GTR £1,899

Available in race or endurance geometry, the new GTR is designed to be comfortable and compliant over rough road surfaces, while still light and agile for faster riding.

www.atb-sales.co.uk





Giant Defy Advanced Pro 2 £2,299

Tested by: Chris Hovenden | Miles ridden: 175 | Size tested: M/L | Weight: 8.44kg



stablished in Taiwan in 1972, Giant has been building bikes for professionals and amateurs for over 40 years. Part of Giant's success has been its ability to create bikes that perform well out on the road, not just on paper. While this bike is aimed at the sportive market, we included it in Race Bike of the Year after John Degenkolb won Paris-Roubaix on the 2015, top-of-the-range SL version.

Frame

Using its own advanced-grade composite, with high-performance T-700 raw carbon-fibre, the Giant Advanced Pro frame stays true to Giant's famous compact design. As with most endurance bikes aiming for comfort as well as performance, the Defy has a slightly more relaxed geometry. The huge 19cm head tube gives a more upright riding position, but thankfully handling never felt compromised. Comfort at the rear end of the bike is ensured by the minimal seatstays and a D-Fuse composite seatpost.

Spec

Disc brakes continue to make waves in the endurance bike market away from racing regulations, and the Defy echoes this trend. Shimano's impressive top-end RS785 and RS685 hydraulic disc brake calipers and levers are combined with Giant's own SL disc-specific wheels, and work seamlessly with the 11-speed mechanical Ultegra groupset. The own brand bars and stem look a little cheap but perform reliably.

Ride

When riding the Defy, you quickly appreciate that although it's built for long days in the saddle, the light, stiff frame provides far more zip than you might expect from an 8.44kg bike. The long wheelbase allows for the more relaxed angles, but the compact design of the frame's two main triangles, along with the light rims, help give the acceleration and responsiveness expected from a race bike.

Throughout this test, I descended confidently, as the Defy's consistent handling, married with the impressive Shimano disc brakes, gave the bike an assured feel. You could find more comfortable endurance bikes and also lighter, more responsive pure race bikes, but this perfectly hits the middle ground.

Value

In this competitive market, the Defy stands out from the crowd thanks to its quality frame, good components and the use of innovative technology; you get a lot for your money.

www.giant-bicycles.com



Tested by: Oliver Bridgewood | Miles ridden: 312 | Size tested: 56cm | Weight: 7.14kg

he new Evo is without question one of the best bikes I have ever ridden. Outwardly it looks very similar to the previous model, however the new frame has been completely redesigned.

Frame

Using a ballistic carbon construction, Cannondale was able to tune stiffness and ride feel by adding ultra high modulus fibres to key locations. The new

one-piece Speed Save fork includes compression-moulded dropouts and crown race. The trend for the next generation of climbing bikes is certainly to improve aerodynamics, so what is Cannondale's approach? TAP (truncated aero profiles), assigns subtle aero tube shapes to key areas. Cannondale was conscious not to go too aero, as this would mean compromising in other areas, but still, the new Evo is a claimed six watts more efficient at 40kph than the old one. There is also 'Size Specific

Construction' meaning that carbon lay-up is precisely tuned for each size frame.

Specification

This model uses the same frameset as the pro bike ridden by Cannondale-Garmin, but is built with lower spec parts. Shimano Ultegra mechanical is fitted throughout, with the exception of the proprietary Hollowgram SL Spider Ring chainset. Mavic Ksyrium wheels are, as always, great quality.

Ride

The Evo is ultra-stiff, making it lively and fun to ride yet precise and measured. Considering the stiffness and low weight, this bike is surprisingly comfortable. Climbing, as you would expect, is superb, thanks to the combination of rigidity and light weight. However, it is descending where the SuperSix Evo Hi-Mod really shines. Cornering on this bike is incredible. When pushing the limits on tight corners, you can often detect some front

SCORE & SPECIFICATION

Frame 10 | Spec 8 | Ride 9 | Value 7 | Overall score 9 | Frame Cannondale All-New SuperSix EVO, BallisTec Hi-Mod | Fork Cannondale All-New SuperSix EVO, Speed Save | Size range 48-60cm | Groupset Shimano Ultegra | Wheels Mavic Ksyrium | Bar Cannondale C1 | Stem Cannondale C1 | Stem Cannondale SAVE | Saddle Fizik Arione R5

or rear wheel skip, but I felt that I got nowhere near the limits of what the new Evo is capable of.

Value

Although the wheels and brakes are better than the Merida Scultura 6000, we don't feel that they are £700 better and for that reason the Cannondale gets marked down on value on what is an otherwise

an almost blemish-free score sheet.

www.cannondale.com



Condor Leggero SL £6,000

Tested by: Chris Hovenden | Miles ridden: 198 | Size tested: 55cm | Weight: 7.09kg

SCORF & SPECIFICATION

Frame 9 | Spec 8 | Ride 8 |

Value 7 | Overall score 8

Frame High-modulus

carbon with nano resins

Groupset Campagnolo

London-based Condor has been supplying bikes to some of the best riders on the British racing scene since 1948 and the Leggero SL is its current top racing model.

It may not have the cachet of a bike that is ridden in the WorldTour but reassuringly

the Leggero's simple matt black frame is handmade in Italy using high-modulus carbon sourced from Japan. It's paired with a Columbus Grammy full-carbon monocoque fork and is equipped with Campagnolo's outstanding Record EPS groupset — with an external battery



a bike costing £6,000 but as ever, they're good quality, robust and provide consistent braking in the wet.

Weighing in at just a touch over 7kg, the Leggero is a bike built for racing. Its tubes lack fashionable aero profiling, instead it is simply

a good quality, well-made frame that provides a ride we'd expect for a bike in this price range. It also brings the reassurance that a British bike can hold its own against the big name manufacturers with bigger R&D budgets.

www.condorcycles.com



Alternatives

Pinarello Dogma F8 £9,799

Designed not for a specific purpose but to excel in every area, the Dogma F8 is the bike of choice for Team Sky, and as such is never going to be a budget option.

www.yellow-limited.com



Boardman SLR Endurance 9.9 £6,299.99

Comes with SRAM Red eTap wireless shifting, and this lightweight endurance bike is also equipped with Zipp 202 wheels. www.boardmanbikes.com



Fuji Transonic 2.1 **£2,699**

Tested by: Oliver Bridgewood | Miles ridden: 213 | Size tested: 56cm | Weight: 7.77kg

Fuji is a brand that may not be on the tip of everyone's tongue, but its Transonic is a superb aero package. The heart of this 2.1 model is the C5 high-modulus carbon frame, which has the same features as the more expensive C10 models.

For £2,700 you get a full Shimano Ultegra Di2 groupset, complete with direct-mount brakes. The

proprietary Oval wheels that come with the Transonic are tubeless ready, meaning that despite their weight and lack of aero prowess, they are potentially a highly functional pair for training purposes.

SCORE & SPECIFICATION

Frame 8 | Spec 10 | Ride 8 | Value 10 | Overall score 9
Frame C5 high-modulus carbon
Groupset Shimano
Ultegra Di2
Wheels Oval 733 aero
alloy clincher

Fuji has been clever with the spec of this bike. I really like how the low-cost parts are the bits that you're most likely to change anyway — the saddle, bars and stem.

On the road, the Fuji Transonic feels fast and offers a superb ride and handling. A supremely stiff frame translates into a planted and confident feel when diving down descents and flicking through corners. You do feel lumps and bumps in the road, but it's by no means a boneshaker.



Scott Foil Team Issue £5,999

Tested by: Henry Robertshaw | Miles ridden: 286 | Size tested: 56cm | Weight: 7.38kg





braking surface that offers better stopping performance in wet weather.

Most of the rest of the finishing kit comes courtesy of Scott's own Syncros range. The

> highlight is undoubtedly the integrated bar and stem, which comes in a range of sizes.

Ride

This bike is absolutely fantastic to ride. The bottom bracket area is exceptionally stiff, and over the miles it becomes clear that the Foil is a sprinter's dream, offering lightning sharp acceleration. This isn't at the expense of comfort either. The slender seatstays, reduced crosssection seat tube, and flat top tube, all combine to make a race bike that is able to cope with

testing miles on rough British lanes.

Value

It's hard to give a bike of this price full marks for value, but if you have six grand burning a hole in your pocket, then you could do a lot worse than the Scott Foil. It offers everything you'd want for this amount of money: great finishing kit, great wheels and an absolutely outstanding frame. www.scott-sports.com

Alternatives

SCORE & SPECIFICATION

Ribble Aero 883 **£1,189.95**

An aero frame without the premium price tag, the Aero 883 has been designed using CFD to minimise drag in all conditions.

co.uk



Trek Madone 9.5 **£6,000**

The brand new, and very aero, Madone comes with cables that flow through the bars and stem into the frame, and fully integrated brakes. www.trekbikes.com



Lapierre Xelius SL 600 **FDJ CP £3,299**

Tested by: Oliver Bridgewood | Miles ridden: 307 | Size tested: M | Weight: 7.66kg

nother contender for climbing bike of the year was the Lapierre Xelius SL. Hailing from Dijon, Lapierre continues to enjoy a successful relationship with FDJ

having sponsored the French pro team for the last 14 years. When Thibaut Pinot won stage 20 of the 2015 Tour de France on Alpe d'Huez, he was astride the Xelius SL

Frameset

Where this bike differs from its competition is in the huge emphasis placed on the frame's centre of gravity, and how this can be designed

> to optimise handling. By keeping the top tube as light as possible and

Lapierre claims to have a bike which feels more responsive in corners and is better suited to out-of-the-saddle efforts, where the rider typically levers the bike from side to side. The eye-

catching seatstay junction is said to reduce weight too, requiring a more simple lay-up.

The front brake is direct mount, offering increased power modulation and, it's claimed, superior aerodynamics. The rear brake is a standard caliper and is mounted on the seatstays.

SCORE & SPECIFICATION

Frame 8 | Spec 10 | Ride 9 | Value 10 Overall score 9

Frame Xelius SL Carbon Fork Xelius SL Carbon

Size range XS-2XL

Groupset Shimano Ultegra Wheels Mavic Ksyrium Elite

Bar Zipp Service Course 80 **Stem** Zipp Service Course

Specification

Aside from the 105 cassette, the groupset is complete Shimano Ultegra 11 speed. Bars



while the saddle is a quality Fizik Antares. The wheels are Mavic's updated Ksyrium Elite, fitted with 25mm tyres. The combination of wheels, frame and groupset make for a formidable package.

Riding

The Xelius certainly feels chirpy out of the saddle. It has an eagerness to dance up climbs and will especially suit riders who spend a lot of time out of the saddle. It is one of the best-balanced bikes we have ever tested. This also translates into cornering, as the bike is very responsive.

The Ksyrium Elite wheels are not the most aero, but they are light and stiff. Being the updated version, they also have a wider rim width, meaning the 25mm Mavic tyres sit wider, closer to 28mm, resulting in increased grip and comfort.

Value

We can't fault the Lapierre on all-round value. Top quality wheels and components combine with a light pro-tested frame for a quality package.

www.hotlines-uk.com



Alternatives

Cinelli Saetta Radical Plus Athena £1,999

A great option for riders looking for an Italian machine. www.chickencycles. co.uk





Van Nicholas Zephyr £3,634

Tested by: Chris Hovenden | Miles ridden: 250 | Size tested: 56cm | Weight: 7.88kg

Dutch company Van Nicholas is renowned for titanium bikes. The Zephyr is arguably the company's best-known model and is designed to be an all-rounder that performs well on short, fast rides as well as longer days in the saddle.

The frame is made from 3AL/2.5V grade titanium and is combined with an SLR carbon fork to provide a solid and compliant ride. The naked titanium frame comes equipped with some impressive kit. Shifting was almost faultless thanks to the full Shimano Ultegra mechanical groupset. Similarly, the Mavic Ksyrium SLR wheels with Exalith rim technology provide consistent braking, while proving both light and stiff without transferring every

Whether going up or down hills, the Zephyr is equally adept. And when you need to insert a bit of zip to your ride, the Zephyr responds well for a titanium bike, with limited flex thanks in part to its ovalised down tube.

bump in the road.

It's pleasing to the eye, has good quality components and is competitively priced. In fact, the only criticisms are that the brakes took a while to bed in and that the seat clamp needs to be very tight to stop the post slipping.

www.vannicholas.com

SCORE & SPECIFICATION

Frame 9 | Spec 8 | Ride 9 | Value 8 | Overall score 9

Frame 3AL/2.5V grade titanium Groupset Shimano Ultegra Wheels Mavic Ksyrium SSC SLR



Look 765 £2199

Tested by: Paul Norman | Miles ridden: 211 | Size tested: M | Weight: 8.44kg

Look bikes have a rich history of success on the professional circuit: Greg LeMond rode a Look bike to Tour de France victory in 1986 and many pro riders use its pedals today. With its Mondrian colour theme the French company also has a distinctive aesthetic, which has adorned many high-end road bikes. Now it's available at a lower price thanks to the 765.

Look's new entry into the endurance bike category is on the money with a £1,799 starting price. It's also got some novel technology with flax fibres visible in the fork blades and chainstays,

which Look claims provides improved vibration damping. The spec is good too, with Mavic Aksium wheels. Continental tyres, FSA finishing kit, internal cable routing, carbon dropouts, asymmetric chainstays, tapered head tube and a BB30 bottom bracket. This Ultegra-equipped model comes with a 50/34 chainset.

The 765 is comfortable for extended excursions. But unlike many endurance bikes it's got a racy edge. It's not as relaxed as its long head tube and short reach make it look, as it's fitted with a 12cm stem, which helps to

stretch out the riding position a little. The ride is responsive and it tracks well through corners, feels stable on descents and climbs well too. www.fisheroutdoor.co.uk

SCORE & SPECIFICATION

Frame 9 | Spec 8 | Ride 9 | Value 8 | Overall score 8 Frame Look Carboflax Fork Look Carboflax **Groupset** Shimano Ultegra Wheels Mavic Aksium



Felt Z3 Disc **£2.650**

Felt has taken its existing Z3 endurance bike and added Shimano R685 hydraulic disc brakes for a bike that will devour all-day rides and offer confidence when braking down steep, wet descents. www.saddleback.co.uk



Argon 18 Krypton XRoad £2,999

Argon 18's Krypton XRoad uses a frame with the upper half designed to dissipate vibrations, and the bottom half to maximise stiffness. www.i-ride.co.uk



orn out of technology that was originally designed for the cobbled Classics. the GF01 is all about comfort and vertical compliance. The original frame was introduced in 2012 and has subsequently been updated with disc brake fittings for the model you see here.

Frame

The BMC Granfondo GF01 uses the same Tuned Compliance Concept carbon fibre lay-up and angled seatstays as BMC's pro race machines. These features are designed to improve comfort and absorb vibration from poor road surfaces. The frame is completely compatible with mechanical and electronic groupsets. Should you wish to upgrade to electronic, leads can be routed internally and the external mechanical cable bosses



BMC Granfondo GF01 Disc **£2,500**

Tested by: Oliver Bridgewood | Miles ridden: 354 | Size tested: L | Weight: 8.5kg

can be removed. The hydraulic hoses are already fully internal with a clever through-headset spacer design.

Specification

The bike is equipped with Shimano Ultegra 11-speed mechanical with hydraulic disc brakes. The rims on the wheels are disc brake specific DT-Swiss R24 Splines equipped with 25mm Continental Grandsport Race tyres. The wheels, finishing kit and groupset are all great components that work perfectly with the frame - somewhat

refreshing given how many bikes are fitted with low quality parts to meet specific price points. One minor criticism is the handlebars, which at 44cm are noticeably wider than those normally specified on size 56cm bikes. Transmission is a 50/34 chainset with an 11-32 cassette, which is perfect for steep inclines.

Ride

The first thing to mention is how much fun this bike is. The braking is absolutely superb. I experimented by fitting 28mm tyres too, which really does transform the bike, giving you superior stopping power but also the ability to take on towpaths and

features are designed to help iron out the road and, although it is not as plush as a Trek Domane, it has this effect. Despite all the vertical compliance, the bike responds when you put down the power, while the girthy down tube and beefy bottom bracket result in a bike that you will be confident sprinting on.

Value

The BMC offers decent value when you

consider it is a pro-level frameset, a complete Ultegra groupset and top quality disc-specific carbon wheels.

www.evanscycles.com





ew bikes have been as successful at the highest level of racing as the Specialized Tarmac. This year alone it's been ridden to Giro glory by Alberto Contador

and to Vuelta victory by Fabio Aru. For good measure, Peter Sagan won the men's World Championships road race aboard one.

Frame

A trickle-down approach to bike design is present throughout the Tarmac range. This means that this mid-level Tarmac Comp uses the same geometry as the top-end S-Works model, so you can be sure of a fairly aggressive position when the time comes to put the hammer down. Yes, you do get a lower grade of carbon fibre, but this is only really noticeable in the slight weight penalty — the ride quality certainly doesn't suffer.

SCORE & SPECIFICATION

Frame 9 | Spec 9 | Ride 10 | Value 8 | Overall score 9

Frame Specialized FACT 9r carbon Fork Specialized FACT carbon

Size range 49-61cm

Groupset Shimano Ultegra with TURN Zayante chainset

Wheels Fulcrum Racing S4

Bar Specialized Comp

Stem Specialized Comp

Seatpost Specialized Comp Carbon **Saddle** Specialized Toupé Comp Gel

Specification

As you'd expect from a £2,000 bike, the Tarmac Comp is largely equipped with Shimano's second-tier groupset Ultegra, and

all works as excellently as you'd expect. The only deviation is with the Turn Zayante chainset; performance is faultless, and the 52/36t chainrings offer the perfect ratios for all types of riding. The rest of the finishing kit is Specialized's own, with aluminium bars and stem and a carbon seatpost.

Ride

The Specialized rides well however you choose to go about it; a true all-rounder for every type of rider. What surprised me most about the Tarmac is how comfortable it is. With a racing pedigree I was half expecting a harsh, bumpy ride, but in the end it became

Colnago CLX £3,499.95

Tested by: Paul Norman | Miles ridden: 273 | Size tested: 54cm | Weight: 8.63kg

Colnago is a brand with prestige and a storied racing history, and its CLX is a performance race bike that boasts a UCI approved, sub-kilogram frame, internal cable routing and a truncated aerofoil shaped down tube and seatstays. There's an all-carbon fork, carbon rear dropouts and the down tube flares out to a substantial junction with the chunky bottom bracket shell.

and low riding position, although the compact chainset suggests that it is more aimed at Gran Fondo riders than racers. The bike has a full Ultegra groupset, including the brakes, and uses a Colnago-proprietary threaded 82.5mm bottom bracket, which fits standard Shimano cranks.

The CLX shows Colnago's performance pedigree, with the stiffness around the bottom bracket resulting in all effort being directed towards forward motion, as you would expect.

> But despite this, the ride is comfortable over rough roads, no doubt helped by the 25mm Vittoria tyres.

The finishing kit on the Colnago is all good quality, including the Fulcrum Racing 5 LG wheels. However,

these really need an upgrade to befit a bike of this price and pedigree.

www.windwave.co.uk

SCORE & SPECIFICATION

Frame 9 | Spec 9 | Ride 9 | Value 7 | Overall score 9

Frame CLX carbon monocoque **Groupset** Shimano Ultegra Wheels Fulcrum Racing 5 LG



a trusty companion for longer weekend rides. Not that this bike is a slouch. Open the taps and the Tarmac really comes into its own. Accelerations are sharp, especially uphill once you've swapped in some lighter wheels, and when you get it up to speed it really wants to stay there. Handling is also excellent: sharp enough to deal with technical corners, while still being stable enough to avoid any twitchy, unexpected changes of line.

Value

The Tarmac Comp ticks all the boxes you'd expect from a two grand road bike. The excellent frame is matched with a good mix of components that come together to form a very impressive bike. The Fulcrum Racing S4 wheels are the only real area for improvement, although at this price point, they're still par for the course.

www.specialized.com

Raleigh Militis Pro **£1,950**

Raced to much success on the British domestic scene, the Militis Pro's price is equally competitive thanks to clever component choices. www.raleigh.co.uk



Mekk Poggio 3.5 **£2,800**

Mekk's Poggio is designed to be comfortable with no loss of power transfer thanks to the beefed-up chainstays. www.paligap.cc



Canyon Aeroad CF SLX 6.0 £2,699 Tested by: Oliver Bridgewood | Miles ridden: 512 | Size tested M | Weight 7.2kg



SCORE & SPECIFICATION Frame 10 | Spec 10 | Ride 10 | Value 10 | Overall score 10 **Frame** Canyon Aeroad CF SLX Fork Canyon Aeroblade CF SLX Size range 2XS-2XL **Groupset** Shimano Ultegra 6800 Wheels Mavic Cosmic Pro Carbon **Exalith WTS Bar** Canyon H16 Aero AL Stem Canyon V13 Seatpost Canyon S27 Aero VCLS CF Saddle Fizik Arione R5

he Canyon Aeroad CF SLX excites. It is fast and has a superb specification. It's also comfortable, turns heads and still comes in at under £3,000. Our decision to award it 2016 Race Bike of the Year was unanimous.

Frameset

The Aeroad is simple and unfussy. System integration of brakes, seatposts and handlebars can look swish, but when you suffer that inevitable mechanical the morning of an event, you want a bike you can fix yourself. Try adjusting the brakes on the new Specialized Venge Vias for example, or the saddle rail clamp on the new Scott Foil. The Aeroad CF SLX excels through simple design and the resultant ease of use. Design solutions such as the seatpost bolt are a prime example of this approach. Directmount brakes offer more modulation and stopping power over a standard caliper and the rear brake is situated on the seatstays where it's easy to get at.

Specification

The Aeroad at this price has a complete Shimano Ultegra mechanical groupset and Cosmic Pro Carbon Exalith wheels, meaning this is a race bike that is good to go straight from the box. All too often we see bikes that have wheels that don't do the frame justice, but you only have to look at the clarity of the Mavic wheels' carbon weave to realise the quality. They roll beautifully and, importantly for some, make the bike look 'pro'. The rim could be wider and the profile more U-shaped for better crosswind stability, but at this price point we are nit-picking.

Although they look full carbon, these wheels in fact have Mavic's machined Exalith rims. These provide superior braking to a standard aluminium rim and make these wheels a really practical option — even in the wet, performance is excellent. Braking is noisy to begin with, but with the added purchase comes extra confidence on fast descents.

Being the entry-level model, the Aeroad 6.0 doesn't come with Canyon's integrated bar and stem, found on higher spec versions. We see this as an advantage, particularly for a mail order company where you can't sit on the bike in the shop, prior to purchase. This set-up allows for minor adjustments to be made, and you could always purchase the aerobar at a later date.

Riding

Aero bikes are designed to cheat the wind, but this can often result in compromised design. Aero tube shapes are not always conducive to comfort or lateral stiffness.

The Aeroad certainly feels fast. We'd even go so far as to say that it is noticeably faster than a non-aero bike, but it is also reasonably comfortable. Let's not get carried away, there are more comfortable bikes out there — this is no Trek Domane — but crucially it is more comfortable than other aerobikes we have tested, such as the Cervélo S5 and Merida Reacto Team E. Testament to this is Alexander Kristoff, who opted to ride the bike on the cobbles of Flanders and Roubaix.

What about climbing? Two of the best climbers in the world, Alejandro Valverde and Joaquim Rodríguez, favour the Aeroad on all parcours and we can see why. We have ridden the Canyon up brutal climbs, including but not limited to the Honister Pass and the Mortirolo. These climbs are as tough as they get, both in terms of gradient and length. Despite lighter, dedicated climbing bikes often being at our disposal, we never found ourselves wishing we had opted for a lighter machine — the frame's stiffness helps to make the Aeroad a very capable climber.

Value

£2,699 is a lot of money, but the Canyon Aeroad offers superb value. The wheels alone retail at £1,150, then factor in an Ultegra 6800 groupset with an RRP of around £1,000. Add in that you are getting the same frame as used by Alex Dowsett, Valverde, Rodríguez and Kristoff and the excellent value is obvious.

Verdict

Turn up to a group ride or prop it up outside a cafe and the Aeroad instantly draws attention. This isn't just a bike that performs superbly, it's a stealth bomber that gives you a thrill, offering superbike performance at a realistic price.

The Aeroad CF SLX 6.0 is our bike of the year. It is impressively light, dances on the climbs and sings on the descents.

There is a saying in aircraft design: "If it looks right, it will fly right."
The Aeroad looks right and it definitely flies.
www.canyon.com

<u>10</u>





3 April • Moors & Shores North Yorkshire

15 May • Grizedale Grizzly South Lakes, Cumbria

10 July • Peak District Pioneer Bakewell, Derbyshire

18 Sept • Galloway Gallop Dumfries, Scotland

16 Oct • Lakeland Monster Miles North Lakes, Cumbria

UNLOCK YOUR ADVENTURE

TRAILS, TRACK, GRAVEL,TARMAC CROSS OR HARDTAIL? YOU DECIDE MAKE ADVENTURE CROSS YOUR CHALLENGE FOR 2016

FIND OUT MORE & SIGN UP AT WWW.CYCLINGWEEKLY.CO.UK/ADVENTURE-CROSS #ADVENTURECROSS

Official Partner



FITNESS

How do I... sleep my way to recovery?

Getting quality shut-eye is a crucial part of your training programme

Paul Knott

o matter how good your nutrition is, sleep is a crucial part of staying healthy and recovering fully from training. The importance of sleep at the professional level has been well publicised, with Sky making headlines by bringing their own mattresses and pillows to races, and even their own motor-homes for certain riders' sleeping needs.

Nicola Faccini of Technogel, the official bedding supplier to Sky, explained why sleep is important for professional cyclists: "Big cycling events take place over more than one day, for example [multi-day] tours. Therefore there is a night in between the performances, and that night must be the most efficient possible in order to be in good shape for the next day."

Sleep is not just important for professional cyclists; it is also a key factor at the amateur level, with a

number of methods available to ensure a restful night.

Nick Littlehales of sportsleepcoach. com explains why a settled night's rest is vital for cyclists at all levels: "Cycling has always required some of the highest levels

of mental and physical commitment in order to perform consistently, at any level, and never more so than in today's demanding environment," he says. "Taking sleep for granted equals poor recovery, which in turn results in poor performance."

Littlehales identifies sleep as crucial for both the mental and physical sides of staying healthy: "A cyclist's ability to unlock the full recovery benefits, both mentally and physically from sleep, is dominated by their sleep cycles, stages, patterns and circadian rhythms.

"Adopting routines that have a more balanced approach to activity and recovery helps minimise the counter-productive side effects of overdoing it, which can result in burnout," he says.

Professor Colin Espie, sleep expert from the University of Oxford and co-founder of sleepio.com, says that pre-race nerves often play a part in a cyclist's ability to sleep effectively: "Athletes often obsess and worry

about a competition, so cognitive techniques can be particularly helpful for better sleep," he says.

"At such times, a cyclist may want to practise mindfulness to help acknowledge those thoughts and let them go."

environment can help achieved through using black-out blinds, keeping out light, and combating noise with earplugs.

SAY

"I've stopped drinking coffee after midday, and am in bed by 10 with a book."

Andrew Spriggs

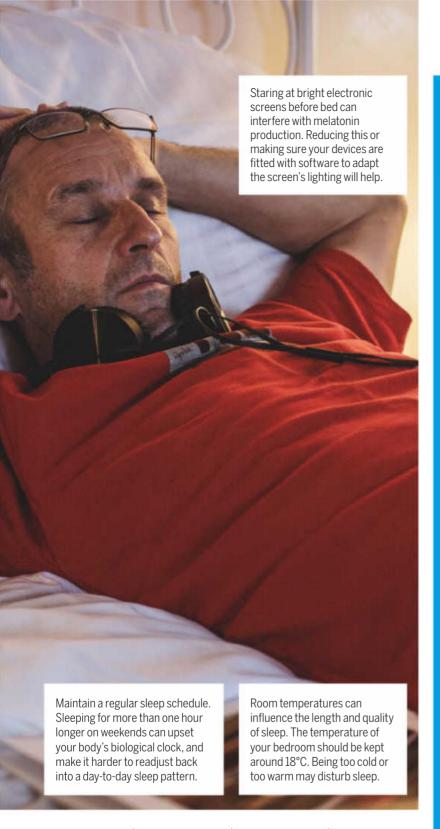
"Keep the dogs off the bed." Ian Huggins

■ Sleep is a powerful

recovery tool

Essential points

- Mental and physical rest is important for general health
- A good night's sleep requires the right combination of factors



"Don't take your iPhone or iPad into the bedroom with you, otherwise you play games and read stuff."

Garry Date

"I find reading my Kindle just before bed makes me sleepy. Also, avoid too much liquid as you'll be up lots needing the loo."

Andy Miller

"No alcohol!"

Ruth Shah

"Ride yourself to exhaustion the day before!"

Andy Harler

Things to do this week

Gu Energy Chews

Energy chews are a great means of mixing up your on-bike nutrition. Each pack of Gu's Energy Chews contains 23g of carbohydrate. It comes in five tasty flavours including watermelon and blueberry pomegranate. *Cycling Weekly* readers get 25 per cent off any Gu order placed before the end



of the year. Enter CYCLEWEEK25 at the checkout. www.guenergy.com £43.20 for 24 packs

Tennis ball squeeze

This simple exercise is useful for strengthening wrist and hand strength. The benefits of this are felt more during the winter, with road conditions at their worst — that is, very rough — when having a strong handlebar grip can help to maintain control.

- Hold a tennis ball in your outstretched hand and grip as hard as you can for 10 seconds.
- Repeat multiple sets throughout the day.
- As strength progresses, increase the amount of time of each repetition.



Wahta maple water

Maple water looks set to become a popular natural sports drinks. The imaginatively named Wahta contains maple sap, which is high in manganese, a substance thought to help increase bone strength, improve vitamin absorption and remove free radicals from the

body. Maple water also helps boost immune health — especially important in the winter months when fighting off illnesses.

www. drinkwahta. co.uk £14.99 for 12 250ml bottles





Split cadence session
Total time: 90min
"Watch how the cadence
changes activate different energy systems working
the legs and lungs. You could
start with a 20min Zone 2
effort and a 10min Zone 3
effort; increase the duration
over a number of weeks.

This split Zone 2 and 3 workout, works your leg strength with its low-cadence and high-torque efforts. The higher-cadence, low-torque efforts work on cardiorespiratory fitness too."

Minutes	Zone	Cadence	
0-15	1	Self-selected	
15-45	2	95-100rpm	
45-55	1	Self-selected	
55-75	3	60-75rpm	
75-90	1	Self-selected	

Simulated hill reps
Total time: 75min
"After a good warmup, begin the first
of five repetitions at a low
cadence, aiming to hit high
Zone 3 to low Zone 4 efforts
— starting with three or four
repetitions and building up to
six repetitions week by week.
Then work back down to three
or four repetitions, but at a
higher power than at the start.

This simulated hill rep session is a great substitute turbo session for days when the weather prevents you from getting out on to the road or time is squeezed. It can readily be adapted in power, duration or number of repetitions, according to performance improvements. You will quickly notice an increase in leg strength and pedalling fluidity. This session is a must for all riders, regardless of discipline."

Minutes	Zone	Cadence
0-15	1-3	Self-selected
15-20	3	50-70rpm
20-25	1	Self-selected
25-30	3	50-70rpm
30-35	1	Self-selected
35-40	3	50-70rpm
40-45	1	Self-selected
45-50	3	50-70rpm
50-55	1	Self-selected
55-60	3	50-70rpm
60-75	1	Self-selected



Richard Handley, JLT Condor rider

"When it is too snowy or icy to get out on the road, these are two of the turbo sessions that I most often do."

Sweetspot riding
Total time: 80min
"You can adapt this
session to ride more
or less Zone 3 or 4 efforts; neither is particularly hard and
both are good replacements
for a road session. I don't worry too much about cadence
but would usually do one at
65rpm, one at 80rpm and one
at 95rpm. Sometimes I do this
in the morning, then an hour
steady in the evening."

Minutes	Zone
0-10	1-2
10-30	3 (75% of FTP power)
30-50	4 (85-90% of FTP power)
50-70	3 (75% of FTP power)
70-80	1-2

Three in one Total time: 83min When I broke my collarbone in July I used this session, recommended to me by my coach Bob Tobin of cyclepowermeters.com. It is specifically for very late winter, as it is quite intense. It is based on a very hard session that Stuart Dangerfield used to do before big events, though his was 2.5 hours long. This is a more useable, shorter version.

Riding on the turbo requires patience and perseverance by cycling at the set zones and not pushing yourself too hard too early. In this session, there is a recovery period after each 10sec and one-minute-long maximal effort. At first this may feel like a long recovery. but failing to recover will mean you may falter later on. The seven-minute long Zone 3 efforts in the second half of the session, which should be ridden at your 10-mile time trial pace, may prove impossible if you recover insufficiently early on.

Minutes	Zone
0-10	1-2
10-10.10	5
10.10-14	2
14-14.10	5
14.10-18	2
18-18.10	5
18.10-22	2
22-23	4-5
23-27	2
27-28	4-5
28-32	2
32-33	4-5
33-37	2
37-44	3 (10-mile TT pace)
44-49	2
49-56	3-4 (10-mile TT pace)
56-61	2
61-68	3-4 (10-mile TT pace)
68-73	2
73-83	1-2

Ciaran O'Grady, Cadence

Performance coach

Endurance 4 and 1s
Total time: 60min
Completing lower-intensity sessions on the indoor trainer can be boring but can really improve the quality of your endurance riding. The goal of this session is to provide a training stimulus that can serve as a useful

stand-in for endurance riding out on the road. It is very useful for when the weather turns or when time is short and you need to complete a shorter session.

Endurance riding at lower intensities is a traditional method of improving performance by triggering adaptations in many physiological factors, such as improved enzyme function, mitochondria size and volume, and changes in substrate use.

Minutes	Zone
0-5	1-2
*5-9	2-3
*9-10	4-5
*Repeat	five-minute block 10 times
55-60	1-2

VO2max efforts
Total time: 83min
A mix of efforts at or
near to your VO2max,
interspersed with recovery
periods with a mixture of 1:1
and 1:2 effort-to-recovery
ratios. This is a very hard session that should be completed
following a rest or easy day.

Minutes	Zone
0-5	1-2
5-10	3
10-15	1-2
15-18	4
18-21	1-2
21-24	4
24-27	1-2
27-30	4
30-33	1-2
33-36	4
36-39	1-2
39-42	4
42-45	1-2
45-48	4
48-58	1-2
58-60	3-4
60-64	1-2
64-66	3-4
66-70	1-2
70-72	3-4
72-76	1-2
76-78	3-4
78-83	1-2



The overall objective of any of my winter sessions is to build base endurance, leg speed, sustained power and speed.

Efficiency and power
Total time: 60min
This session improves
efficiency and the
ability to sustain power: one
of the best ways to improve
endurance ability, as you
quickly improve power output
for the same or less effort.

Your heart rate should range from 65-85 per cent of max, and power at 45-65 per cent of max.

The workout is made up of four sets of intervals using a low gear at 90-95rpm. All four sets should be ridden in Zones 2 to 3 power *and* heart rate.

Minutes	Zone
0-5	1
5-15	2-3
15-17.30	1
17.30-27.30	2-3
27.30-30	1
30-40	2-3
40-42.30	1
42.30-52.30	2-3
52.30-60	1

Leg speed intervals
Total time: 33min
This session
maintains the
physiological response in
Zones 1 to 3 while at the
same time building leg speed
— also very important. Keep
an eye on your heart rate
when doing this session and
reduce the gear if your heart
rate is going too high. Select
a gear that will allow you to
pedal at 95-110rpm within

The workout is made up of two 10min intervals with 2.5min rest in between each interval. During each interval increase leg speed every two minutes from 95, 100, 105, 110, and 95rpm and repeat for the second interval.

the heart rate parameters for

Zones 1 to 3.

Minutes	Cadence	Zone
0-5	90	1
5-7	95	1-3
7-9	100	1-3
9-11	105	1-3
11-13	110	1-3
13-15	95	1-3
15-17.30	90	1
17.30-19.30	95	1-3
19.30-21.30	100	1-3
21.30-23.30	105	1-3
23.30-25.30	110	1-3
25.30-27.30	95	1-3
27.30-33	90	1

U

Paul Knott, Cycling Weekly

fitness writer

Ride replacement

Total time: 105min
Start off with a short
and gentle Zone 1
warm-up, as the first main
effort is a long Zone 2 effort
for 25min. These efforts
can be structured by riding
at a set cadence, and then
increasing the resistance by
using a higher gear as and
when needed.

After each effort take a five-minute easy spin in a low gear before moving on to the higher-intensity efforts, ridden for shorter intervals. Conclude the session with a 15min cool-down.

Minutes	Zone	HR
0-5	1	Warm-up
5-30	2	65-70 per cent MHR
30-35	1	Recovery
35-55	2-3	70-75 per cent MHR
55-60	1	Recovery
60-75	3	75-80 per cent MHR
75-80	1	Recovery
80-90	4	80-85 per cent MHR
90-105	1-2	Cool down

Race attack imitation Total time: 70min

This session will help you sustain attacks while raising your threshold. Start the session with a progressively harder warm-up that reaches a Zone 3 effort. Immediately after the warm-up, the two-minute 'race attack' will begin. Ride as hard as you can for two to three minutes to simulate an attack in a race, before riding at a steady Zone 3 pace for three minutes.

Complete three reps of this five-minute set, then complete a 10min Zone 2 spin before repeating a further three five-minute sets. Finish with a 10min cool-down.

Time	Zone
0-15	1-3
15-17	4-5
17-20	3
20-22	4-5
22-25	3
25-27	4-5
27-30	3
30-40	2
45-47	4-5
47-50	3
50-52	4-5
52-55	3
55-57	4-5
57-60	3
60-70	1-2

Six ways to optimise your turbo training space

1. Set up efficiently

Setting up the perfect training space for indoor sessions requires a number of variables being controlled, with a major part of this being your bike and turbo set up. Setting up on a smooth, solid and level surface means you will feel stable throughout the session, no matter what power output you put through the pedals.

2. Train with others

Just because you've moved your training session indoors doesn't mean you need to suffer alone. Recreate your group rides to push each other along exactly as you would in a chaingang.

3. Ventilation is crucial

The warmth indoors from the winter weather may seem appealing at first, but once you've been riding for a few minutes that cool breeze experienced out on the road will be missed. Make it more comfortable by using a fan and opening the windows to let the fresh air in.

4. Use visual aids

The norm for indoor turbo sessions is to wire in to some music or a television series. However, there are alternatives that can make your turbo experience replicate riding on real roads. Training videos and programs such as Sufferfest and Zwift can make the experience of riding alone indoors seem a lot less lonely.

5. Keep food and drink to hand

Even with a fan, turbo sessions are sweaty business. Therefore it is crucial that you rehydrate the lost fluids and electrolytes to maintain your performance for the entirety of the session.

6. Restrict the mess

Due to the nature of stationary riding it is inevitable that sweat will drop in a more concentrated area compared to cycling out on the open road. Have a towel close by to mop yourself down. If you have a tendency to sweat heavily, then a sweat catcher in between your handlebars and saddle could be an extremely useful purchase.



Fumiyuki Beppu Diet in a day

Team Trek | Age 32 | From Chigasaki, Japan

umping in at the deep end of the French amateur scene, having moved from Japan, Fumiyuki Beppu turned pro with Discovery Channel in 2005. Four years later, he and countryman Yukiya Arashiro became the first Japanese riders to finish the Tour de France.

Now riding for Trek Factory Racing, he lives in the tiny hamlet of Lapeyrouse, near Bourg-en-Bresse, in the heart of France. Stage 14 of next year's Tour de France will pass right by his front door.

Breakfast

I have some special breakfast biscuits with nuts and vitamins and I can count the calories. They're good before training because it's the right stuff; enough calories and vitamins. I pick them up in the supermarket; they are LU biscuits, a popular brand in France.

CW savs:

184

kcalories

Beppu is one of the very rare breed of cyclists that doesn't have porridge for breakfast. As much as we'd like to say that this could be the start of a new trend for cyclists, the nutritional benefits don't match up. The amount of calories and carbohydrate content is perfect for fuelling; however, when compared to porridge, it has higher amounts of fat and a lower protein content. If you are in a rush they are easy and convenient, and despite LU biscuits being hard to find, there are similar alternatives available in the UK.



230

36g carbohydrates

3g protein

8g



Snack

Once I get back from hard training I have a recovery drink. I keep a close eye on my energy balance, the kind of food intake and figures.

I'm counting calories and figure out that I should eat this, this and this per day to control my body weight. I have a good

set of scales, Japanese ones because Japanese scales, they're just more correct! I can measure down to half a gram.

CW savs:

Beppu takes his diet and nutritional intake very seriously by precisely measuring his food intake to the half-gram. This technique isn't necessarily crucial for cyclists at the amateur level, as most recovery products come with their own measuring scoop to eliminate the need to weigh each scoop individually.

On the bike

I don't use energy gels in training; I save them for the race. I like to change what I eat at home. When I'm riding I take more biscuits, rice cakes and bananas, always thinking of vitamins because recovery is so important and we're always eating the same food such as pasta and rice, which are just calories. I find rice better for the stomach — it delivers energy better than pasta — so I try to eat rice cakes and use rice as a base in my cooking.

CW savs:

Training with real food may seem obvious when the need for quick, convenient energy isn't as vital as a race situation. However, using energy bars only in races can be a shock to the system and can cause digestion problems. Beppu's other on-bike food is ideal for the body as well as convenient to access. Rice cakes and bananas are frequently found in the feedbags given to riders during races as both are excellent sources of slow-release carbohydrate.



187 Lunch kcalories Sometimes for lunch I will just drink some protein shake or eat some yoghurt. I find that I 5.2g carbohydrates don't need so much lunch, just breakfast and a good dinner. That said, I do miss sushi. I can't find good fresh fish near home in France, so 26.8g whenever I'm in Japan I eat it as often as I can. **5.9**g CW says: As mentioned in Beppu's snacks throughout the day, the Trek rider is constantly aware of his weight. Whereas it may be necessary for a professional rider to keep their weight low. amateurs should aim to eat three nourishing meals on training days. Even though Beppu doesn't get to eat it often, sushi is a great choice: high in carbohydrate so can be a great way to replace energy stores. This is still dependent on what type of sushi dish is served, as some accompaniments can have a high fat content. 453 Dinner kcalories For dinner I have some meat, vegetables and 24.7g carbohydrates salad, all in all a much more balanced meal. It's usually chicken, fish, 60.3g and sometimes other meat. I love cooking, 3.3g and I like to try cooking Italian, Chinese and Thai food as well as Japanese. In Belgium, the Netherlands and other European countries I find it so easy to get Japanese stuff, but in France, no. CW says: It is lucky that Beppu has a multicultural palate, as it looks like his access to Japanese food is limited. Consuming a balanced diet of lean meat and vegetables DAILY means Beppu is getting the necessary protein intake to INTAKE promote muscle recovery, while also getting the vitamins and nutrients from **1,992** kcalories vegetables and salad. Despite including rice cakes in his onbike snacks, the inclusion 264.9g carbohydrates of rice or pasta with his main meal would help replace the energy **116.4**g protein he had used up in the day's training ride, while boosting 27.5g glycogen stores for the following day.

V | November 26, 2015 | 65

Pills no protection for bones

Vitamin D and calcium pills fail to ward off bone breakdown

Despite cycling's many health benefits, recent studies on elite and amateur cyclists have demonstrated that the impact-free nature of riding may result in reduced bone mass — and higher risk of osteoporosis — and that this effect can't be offset by taking vitamin D and calcium supplements.

Researchers speculated that giving cyclists nutrients essential for bone formation and health such as calcium and vitamin D might help to reduce or eliminate any bone mass loss. And so they put their theory to the test.

The science

Seventeen male road cyclists were split into two groups: one group was instructed to continue normal cycling for a period of five months while taking 1,600mg of calcium and 1,000IU of vitamin D before each training session or race. The other group also maintained their normal training schedule for five months but took no supplements. Before and after the five-month period, all the cyclists underwent bone-density measurements.

66 | November 26, 2015 | Cycling Weekly

The researchers analysed the results to see what difference (if any) the supplements had made to bone health.

The results

The key finding was that bone density in the hip area significantly decreased over the five-month period in both supplemented and non-supplemented groups. Disappointingly, the calcium and vitamin D-supplemented cyclists showed just as much bone mass reduction as the non-supplemented group. The supplements hadn't helped. J Sports Med Phys Fitness. 2015 Sep:55(9):940-5.

What it means

These findings suggest that calcium is best consumed in its natural form, in dairy products, to counteract bone breakdown and maintain performance. It is not just nutrition that can help reduce this risk. It is also recommended that cyclists perform regular load-bearing exercise, such as running or weight training.

*PLoS One. 2015 May 13;10(5):e0123302

Supplements may not help maintain bone density



types are quite expensive, and the cost soon racks up. These nutritious maple squares don't only taste

delicious, they're great value too.



TAKE-HOME TRAINING SESSION

Seated power

JLT-Condor coach Tim Kennaugh of timkennaughcoaching. co.uk, shows how a well thought-out session will keep you motivated during the winter months

Winter means turbo sessions, inevitably. Turbo sessions can be monotonous, but try to focus on the benefits: improved pedalling technique, better riding position, high-value fitness gains free from road hazards.

This is the time of year to address weaknesses. For many, that's sprinting. This session builds muscle and helps recruit type-II muscle fibres (fast-twitch). After warming up, select a difficult gear (try your big ring and your thirdfrom-smallest sprocket) and aim for 90rpm by the end of the sprint. Engage your core and 'kick' by putting as much force as you can into the pedal strokes. After the 15sec sprint, ride for 4min 45sec at the top of zone one at a gentle 90rpm. Complete eight sprints, and then cool down.

Time taken: 65min

T: 0 7				
Time (minutes)	Cadence (RPM)	Zone		
0-15	90	1-2		
15-15.15	90	5		
15.15-20	90	1		
20-20.15	90	5		
20.15-25	90	1		
25-25.15	90	5		
25.15-30	90	1		
30-30.15	90	5		
30.15-35	90	1		
35-35.15	90	5		
35.15-40	90	1		
40-40.15	90	5		
40.15-45	90	1		
45-45.15	90	5		
45.15-50	90	1		
50-50.15	90	5		
50.15-65	90	1		

Effort	You can	It feels like you're	Use it for	% Max heart rate	% FT power
Easy Zone 1	Chat freely	Warming up	Warm-ups, cool-downs and recovery	60-65%	56-75%
Steady Zone 2	Speak one sentence at a time	Riding along in the bunch on the flat	Long rides	65-75%	76-90%
Brisk Zone 3	Speak a few words at a time	Breathing deeply and working hard	Long efforts of 10 to 20min	75-82%	91-105%
Hard Zone 4	Say only one word at a time	Really attacking (perhaps on a climb)	Efforts lasting 2-8min	82-89%	106-120%
Very hard Zone 5	Grunt and gasp	Sprinting	Efforts lasting less than 2min	89%-MHR	121%+







Ordnance Survey

Insanity

This year's event: **Feb 13**



showing off Hampshire's finest rural riding

The Ordnance Survey Insanity is a who's who of Hampshire's finest valleys and vistas, heading over the South Downs numerous times and into the area's many valleys, including the Test, Itchen and Meon.

Although 'only' 58 miles long, it will feel further in the February temperatures. "The winter should not mean that cycling outdoors has to stop. With cycle clothing being so advanced these days, cycling all year around

Where is it?

Starting out from Sparsholt Agricultural College near Winchester, the route takes in the most picturesque areas in the heart of the Hampshire. These include the Test and Itchen Valleys, the Downs near Kings Worthy and the stunning Meon Valley, before heading back towards Winchester and its fine architecture.

Why ride it?

With most major sportives not starting until the spring, the Ordnance Survey Insanity is a great way to set yourself an early-season target that will keep you riding through the winter, and get some good base miles in the legs on good quality cycling roads.

History

The 2015 edition was named the January Insanity. It sold out with 1,000 riders set to take part. However, overnight snow cancelled the event and riders were offered entry to another **UK Cycling Events** sportive. There will be 1.200 spaces at the 2016 edition, which has moved to February.

HQ details

Starting at Sparsholt Agricultural College. near Winchester, leave the M3 at J11 from the south or J9 from the north. Follow signs for Stockbridge then Sparsholt. Car parking is limited. The nearest rail station is Winchester, five miles from the start.

Where to stay

The five-star Lainston House Hotel is near the start, and does a great afternoon tea if you fancy a treat. The secluded Fox and Hounds in Crawley is worth trying for its cosy rooms and traditional British pub grub combinations.

Where to eat

In Winchester, try Loch Fyne for seafood or Hotel du Vin for more varied menu options. River Cottage Canteen is in the grade two listed Abbey Mill and does a nice Sunday lunch. The Plough at Sparsholt is a Wadsworth-run pub near the event start.

Local bike shop

For last-minute tinkering or supplies, Hargroves Cycles and Peter Hansford Cycles, are both located in Winchester.



is achievable," says organiser Martin Barden, of **UK Cycling Events.**

Undulating roads lead out from Sparsholt College, leading west towards Kings Somborne. We were surprised to see the road pulling upwards so soon as we turned left, towards Ashley. Short but snappy, it's half a mile at an average five per cent, before heading over one of the ride's many beauty spots, Farley Mount Country Park. You'll push along lovely wooded roads but be warned — this is one of Hampshire's highest points.

From Farley Mount the road drops downhill towards the village of Hursley. The descent is quick and we soon found ourselves hurtling past Hursley House, an 18th century mansion, before dropping into Hursley village.

Heading towards Otterbourne and Twyford, the road flattens out for 10 glorious miles. Egging each other along, we opted to put the hammer down to get a good average speed registering on our Garmins. Alternatively, if you're feeling a little fragile, you could use this as an opportunity to recover. Take care of the narrow chicane bridge

ORGANISER'S TARGET TIMES						
Route	Award	Distance (miles)	Avg speed (men)	Time	Avg speed (women)	Time
Epic	Gold	57	>15.5mph	<3hr 44min	>14.5mph	<4hr 00min
Epic	Silver	57	>14mph	<4hr 9min	>13mph	<4hr 28min
Epic	Bronze	57	<14mph	>4hr 9 min	<13mph	>4hr 28min
Standard	Gold	41	>15.5mph	<2hr 38min	>14.5mph	<2hr 49min
Standard	Silver	41	>14mph	<2hr 55min	>13mph	<3hr 9min
Standard	Bronze	41	<14mph	>2hr 55min	<13mph	>3hr 9min

on Kiln Lane near Otterbourne as it is for single lane traffic (a similar bridge is to be found in scenic Cheriton, later in the route).

At Twyford, and again on Morestead Road, we came into contact with fast traffic, so pay attention here. This is coupled with a number of long drags as you head towards Bishop's Waltham. Fortunately, there are good sight lines.

Great views

The steep descent that follows has a sharp left turn at the bottom so watch your speed here. Also on the descent of Beeches Hill, once you pass Ashton Lane on your right, traffic calming measures mean the road narrows to one lane where you must give way.

Dropping into Bishop's Waltham, the climb out goes over Beacon Hill, another one of the route's high points, and on a clear day it affords a great view to the Isle of Wight and the Solent.

From here you can barrel downhill to Kilmeston as the route takes in a number of undulations with some sections of seven per cent, up and down, on through Cheriton. We spotted deer running in a field alongside the road on the descent into Kilmeston and a kite hovering overhead in this area so, nature lovers, keep your eyes peeled!

Once you reach the town of Alresford the road is largely flat, meaning you have a great run in to the finish line. There is a bit of a drag after Kings Worthy, but now you can almost see the finish.

The OS Insanity is a great way to get some winter base miles into your legs, on a rolling course. Indoor feed stops will be provide tea and coffee on the day and after 58 miles in February, you'll certainly have earned that warm drink!

The challenges

1 Ashley
As the road rises
toward towards Ashley —
0.8km at five per cent — it
is steepest at the bottom
(eight per cent). When you
turn right you're nearly at
the summit of the day's
first climb.

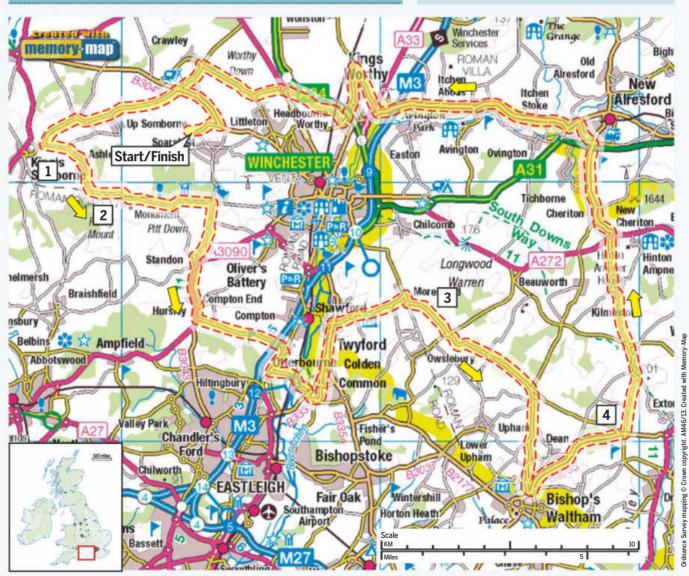
2 Farley Mount
After Ashley the road continues to rise up Farley Mount (2.4km at two per cent). Don't be fooled by the average gradient: after the false flat towards the top it pitches to over 15 per cent.

Morestead Road
Two distinct drags:
one a kilometre at a
maximum six per cent,
the next slightly longer
averaging five (topping
seven per cent at the
summit). A rapid descent
separates the two so
carry your speed.

NAIL IT

Beacon Hill
After the village of Bishop's Waltham you'll take a long drag up towards Corhampton. Pace yourself along here and keep an eye out for the fast-moving traffic. As you approach the crossroads at the golf course the route turns left. Catch your breath on the false flat as the road soon rises again at three per cent for 2.2km. While never overly steep (max six per cent), the top remains elusively out of view, despite it being a straight section of road. Pick a pace you'll be able to maintain and enjoy the view from the top.





Honister 92 Cycling Club

John Walsh meets the club named after a classic Cumbrian climb

ot many clubs in the UK are named after a mountain pass; Honister 92 stand apart from the crowd. Chairman Grant Law roused no fewer than 28 riders on a Friday to tackle the challenge of the club's birthplace and spiritual home. The club, in their Continental-style white kit, look striking against the lush green Lakeland fells and steely blue of Buttermere Lake, moving as a large peloton.

The group move along briskly with conversation filling the air. Everyone is seemingly up for the feared climb. Suddenly a clatter resounds from the middle of the group as Pat Bell's right crank flies off down the road. Our photographer offers him a lift in his car. "Nah, I'll phone the wife," says Bell. No need; within two minutes

the peloton has stopped, an eight-millimetre Allen Kev is whipped out of a back pocket and the crank is back on. The climb is only two miles long and the summit has a modest height of 358m, but it shouldn't be taken lightly. The last section hits 20-25 per cent and packs a real punch, seeing the group spread out on the road. The first riders up the climb immediately turn around to drop down and ride back up with those near the back. The regroup at the top allows us to take in the views from the top.

Honister 92 has developed a reputation. "When you turn up in club kit, people make assumptions that you must be fast," Sue Patterson tells me as we pedal high above Derwent Water, adding that she has found the club welcoming and supportive

since joining three years ago. The kit looks great, but is white really practical? "We've got a black kit for winter. But if you wash [the white] right away, it comes up fine."

Another rider, a man of about 40, chips in:

"Or you take it home to mother — that's what I do!"

Bland the bold

"As a club we do loads of events and we've become one of the biggest locally," club captain Grant Law explains. "There are people road racing and doing cyclo-cross but there's not many races around here, so you've got to travel.

"We've got a lot of members going to the Cumbrian Cracker sportive — we had 60 riders there last year."

Law has been with the club almost since the start and shows pride at the development of its youngsters. "We've got a kid called Cameron Bowsgill, he's one of our best riders at the moment, and he's only 15. He's brilliant, and not your typical 15-year-old. He's going to be something special, he's got the right mentality."

Upstairs in the Saddleback Cafe in Keswick (reserved for Honister 92, who pack

Club facts

www.honister92.com

Based: Whitehaven and Cockermouth, Cumbria Formed: 1992 Members: 140 Meets: Mayfield school, Whitehaven, Sundays 9.30am, and various midweek rides organised via the forum. A group also rides from Cockermouth at 9.30am.

the place), I have a chat with Billy Bland, a hero of the fell running scene in the Seventies and Eighties. He lives in Borrowdale, at the foot of Honister pass, and last year he rode to the summit 744 times. "I finished taking running as far as I could. I was British Champion in 1980 but the fire was going out." So Bland switched his formidable training approach from running to cycling.

Hill-climbing reps are a pretty standard way of getting fit, but Bland took it to a new level. "Two years ago, I did 440 summits, then the next year I decided to go for 500... I got to 500 so I just carried on and ended up with 744."

Not one for fancy gadgets, Bland has his own way of

History

At the top of Honister Pass in 1992, Robert Blaisdell, John Barton and Neil Simpson were having a cup of tea during a ride and decided to set up the club. The story goes that one did not like nearby Newlands Pass while another hated nearby Whinlatter Pass — so they plumped for Honister as the name.

The club are aiming to revive a tradition from the early years: an annual 92-mile ride, starting and finishing at the top of Honister Pass. Honister 92 now has 140 members; chairman Grant Law joined the club when he was

19 and is now at the helm aged 41. In the early days, the club used to host races at a circuit in Cockermouth that has since closed. Many from the club attend local sportives — with 60 riders at the Cumbria on Cracker last year.

Honister 92 are proud of their heritage for doing hard and hilly miles, and have members who compete in all disciplines including TT and cyclo-cross. The kit has a mysterious black cockerel on the back. It turns out that, back in the early Nineties, the club used to meet at the now closed Black Cock in Eaglesfield.

Achievements

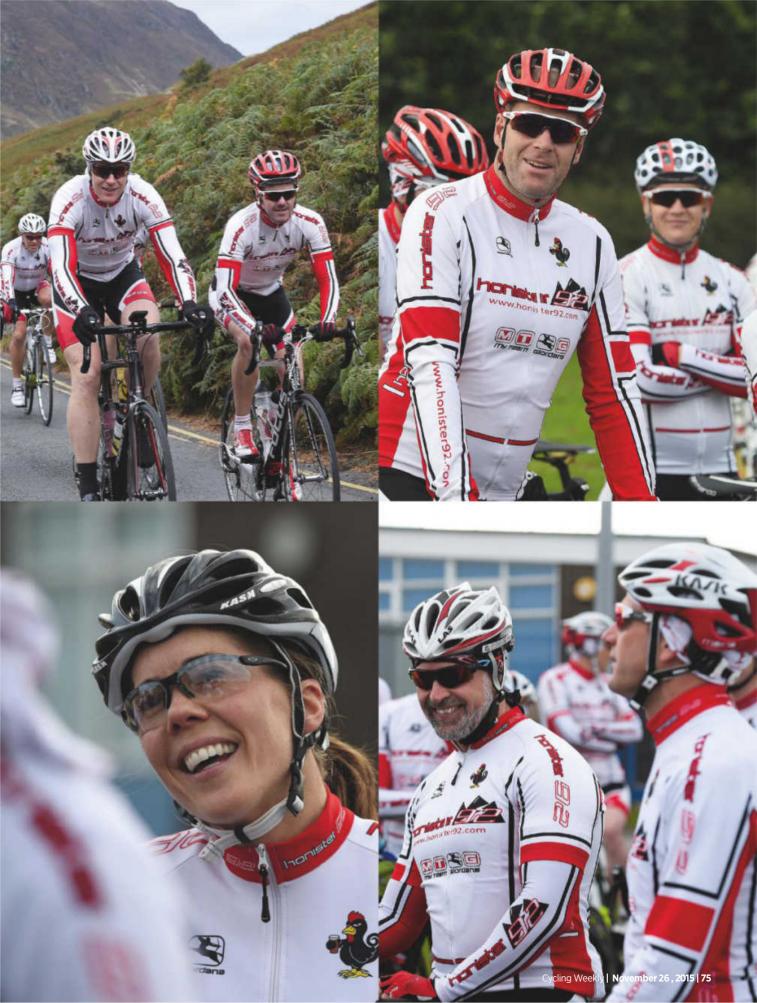
- Chairman Grant Law has been a regular top-five finisher in the Fred Whitton Challenge over the last 10 years with a best time of 6hrs 9min, but he ranks the club's biggest achievement as its continued growth.
- Sue Patterson has Queen of the Mountains up Honister from Buttermere; the club dominates its own mountain.
- The club organises Clive's Cumbrian Way, a 278-mile challenge over two days around one of Britain's largest and most scenic counties in honour of Clive Jenkins, who coached youngsters

and sadly died of motor neurone disease.

■ Billy Bland who lives at the foot of the climb has 744 summits of Honister in a year to his name.



Photos: Andy Jones



Honister 92 club run

Ride highlights

Whinlatter Pass With an average gradient of seven per cent, this is as gentle as Lakeland climbing gets. There is still a section of 15 per cent though, with a great view of Bassenthwaite Lake.

Crummock Water to Buttermere

Stunning riding with open fells swooping down to the shores of the two lakes as the road twists. turns and rolls up and down against a lush backdrop.

Honister Pass Home of the club, and a feared climb on the Fred Whitton challenge. The Tour of Britain tackled the infamous 25 per cent

pitch in 2013.

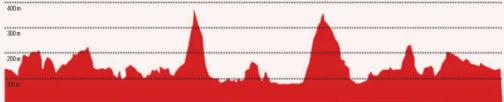


Saddleback Cafe in Keswick is included on the itinerary of many Honister 92 rides. The cafe's Sarah and Andy, who are keen cyclists, look after club members at least twice a week with great home cooking and cake. Andy is extremely proud of his Froome- and Contador-signed jersey, which hangs alongside the Honister 92 jersey and those of other local clubs. Now in its second year, Saddleback Cafe is handily located next to

Keswick Bikes. On our visit, one

club member took advantage for a quick cheeky service while

Favourite cafe









counting reps: "Every time I did one, I'd put a stone on top of another stone so I could make sure I wasn't cheating." Of course, simply doing reps up Honister isn't enough. "Being a builder, I can get as much red sand as I want. I put it in a rucksack on my back. Pedalling up Honister pass my legs are carrying a heavier fellow — that was



the thinking to keep the legs strong. I honestly don't know why these top cyclists don't do it."

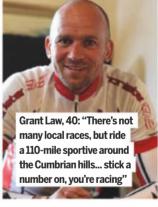
Back downstairs, the talk is of the Christmas ride and after-party, for which Neil Spence suggests swimming in Wastwater, bands, stage

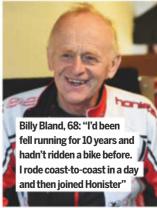
their training. Honister 92 may have a proud reputation for taking on the hills and the hard miles, but I am most struck by how hospitable they are. Law sorts out the lasagne and cappuccino for the group, and for me. I contemplate going to the Christmas ride to buy him a thank-you pint, but I'm not sure I'd be able to stand the pace.

Meet the club









diving and night riding.

It sounds like this club's

partying is as extreme as

Craig on form in Sheffield cross

hree-time senior and five-time veteran national champion Nick Craig (Scott Racing) proved that age is just a number, when he took a convincing win in the senior race at round six of the Yorkshire Points Cyclo-cross series, at Whiteley Woods in Sheffield on Sunday.

The 46-year-old crossed the line exactly a minute ahead of Billy Harding (Oldfield-Paul Milnes). The pair had been together in the early exchanges, along with Tom Seaman (Paul Milnes Cycles), but Craig soon pulled clear.

Diane Lee (Mulebar Girl) was eighth in the overall veteran's race, and the fastest female by some way from Hannah Saville (Cyclocross Magazine).

Another former senior national champion Jody Crawforth (Hargroves Cycles) blitzed to victory in the London League Race at Sumners Pond in Horsham on Sunday. He was 1-38 ahead of his nearest rival Tom Easley (Crawley Wheelers), while Delia Beddis (Vicious Velo) was best woman.

Twice the over-50 national champion and the reigning world masters age group champion Steven Davies (Hargroves Cycles) proved victorious in the South West League at Mount Kelly in Devon.

Tony Fawcett (Vieri Velo) notched up another win in the North East League, this time beating rival Stuart Wearmouth (MTS Cycle Sport) by 48 seconds in the mud at Flusco, near Penrith, Cumbria.

Wessex League regular Sam Allen (PedalOn) won the Central League race near Wokingham by 1-40 from team-mate Adrian Lansley, while Fay Cripps (Southdown Bikes) was fastest female.

Grant Martin (XRT-Elmy Cycles) boosted his Eastern League tally with two podium finishes in the league's double-header. The 28-year-old from Ipswich won Sunday's senior race at Southwold, having placed third 24 hours earlier in round 13 at Redgrave Activities Centre near Diss, which was won by Stephen James (Renvale RT).

David Fletcher (Pines Cycles) claimed his third win in the Notts and Derby League at Markeaton Park in Derby on Saturday, beating 18-year-old Arthur Green (Clee Cycles) by 1.29. Maddi Smith (Bolsover and Dist CC) was the best female.

Also completing his hattrick of series victories this season was David Lines (Velosure Starley Primal), who finished 16 seconds clear of Gary MacDonald (Hope Factory Racing) in the fourth round of the Scottish League at Lochgelly.

Rider of the week

Giles Drake (Leisure Lakes Bikes)

North West League

The 31-year-old defending champion maintained his perfect record in the North West League with victory in round 11 at Stadt Moers Country Park on Sunday — his 10th win in 10 appearances.

Snowdon Sports supply domestic results and reports to Cycling Weekly. Please send your information to results@snowdons.co.uk or call 0114 232 5555 and we will do our best to include them in our expanded racing section.

Cyclocross

Saturdav. November 21

SRAM Notts and Derby League round 8 (Markeaton Park, Derby):

Seniors: 1. David Fletcher (Pines Cycles) 48.42; 2. A. Green (Clee Cycles) +1.29; 3. L. Shunburne (Fossa Racing) +3.50; 4. A. Naylor (Fossa Racing) +3.51; 5. H. Yates (Hargroves Cycles) +3.54; 6. C. Or (Sherwood Pines) +4.30; 7. A. Stuart (Nottingham Clarion) +4.35; 8. P. Cox (Pedal Power L'borough) +4.53; 9. T. Payton (Isla Bikes) +5.18; 10. W. Gascoyne (Sherwood Pines Cycles) +5.27. Women: Maddi Smith (Bolsover and Dist CC) Veterans: Danny Alexander (Zepnat RT) Under-16 boys: Toby Barnes (Lichfield City CC) Under-16 girls: Elena Smith (Fossa Racing)

Eastern League round 13 (Redgrave Activities Centre, Suffolk):

Seniors: 1. Stephen James (Renvale RT) 53:33; 2. D. Toms (Iceni Velo) +2.13; 3. G. Martin (XRT - Elmy Cycles) +2.49; 4. W. Warre (Cycle Lab) +4.32; 5. R. Tricker (Vicious Velo) +5.17; 6. M. Parry (Welwyn Wheelers CC) +6.32; 7. G. Rowlands (Mid Shropshire Wheelers) +8.39; 8. C. Skinner (API - Metrow/Essex Utilities) +8.49; 9. S. Herrod (Unattached) +10.08; 10. T. Doe (VC Norwich) +1 lap.

Junior: Dougal Toms

Veteran 40: Shaun Aldowu (Renvale RT)
Veteran 50: Dave McMullen (Cotswold Veldrijden)
Veteran 60: Dave McMullen (Cotswold Veldrijden)
Women: Sophie Wright (Renvale RT)
Junior woman: Sophie Wright (Renvale RT)

Veteran woman: Jackie Field (Cycle Club Ashwell)
Under-16 boys: William Raymond (Welwyn Wh)
Under-16 girls: Elspeth Grace (Welwyn Wh)

Sunday, November 22

Eastern League round 14 (Southwold, Ipswich, Suffolk):

Seniors: 1. Grant Martin (XRT-Elmy Cycles) 58.07;2. J. Madgwick (Hackney GT) +1.28; 3. R. Tricker (Vicious Velo) +2.58; 4. W. Warre (Cycle Lab) +4.14; 5. T. Fitzpatrick (Diss & District CC) +4.26; 6. K. Jarvis (St Ives CC) +5.42; 7. S. Herrod (unattached) +5.53; 8. T. Doe (VC Morwich) +6.00; 9. C. Mackie (Lee Valley Youth Cycling Club) +6.18; 10. R. Mitton (Hackney GT) +6.55.

Veterans 40: Roger Maidment (East London Velo) 35.36

Veteran 50: Dave Copland (Ipswich Bicycle Club)

Women: Sophia Chastell (M&D Cycles) 41.42 Veteran women: Jackie Field (CC Ashwell) 42.45 Under-16 boys: William Raymond (Welwyn Wh) 28.10 Under-16 girls: Holly Hoy (St Ives CC) 33.31

North East League round 8 (Flusco, Cumbria):

Seniors: 1. Tony Fawcett (Vieri Velo RC) 58.05; 2. S. Wearmouth (MTS Cycle Sport) +0.48; 3. K. Murray (Scott Racing) +4.45; 4. S. Forster (Tyne and Wear Fire and Rescue) +8.03; 5. D. Penfold (unattached) +8.23; 6. A. Brayton (Hope Factory Racing) +8.48; 7. C. Burns (Cestria CC) +9.09; 8. M. Fretwell

(Escape Bike Shop) + 1 lap; 9. E. Halstead (The Pedalling Squares); 10. R. Cowling (Godleys Cycles). **Under-23s:** Dean Penfold

Juniors: Finlay Robertson (Derwentside CC)
Veterans 40-49: Anthony Glover (Derwentside CC)
Veterans over-50: Kenny Johnson (Scott Racing)
Women: Madeleine Robinson (VC Moulin)
Under-16 boys: Oliver Draffan (Derwentside CC)

Under-16 girls: Annie Doron (Beacon Wh)

Central League round 9 (Dinton Pastures, Wokingham):

Seniors: 1. Sam Allen (PedalOn) 1:06.35; 2. A. Lansley +1.39; 3. N. Ellison (West Drayton MBC) +1.49; 4. T. Ettlich (CEPRT) +3.40; 5. M. Jones (unattached) +4.48; 6. R. Smith (Team Moore Fitness) +5.48; 7. C. Minter (PedalOn) +6.02; 8. J. Ribeiro Manso (West Drayton MBC) +6.05; 9. C. Davler (unattached) +6.55; 10. J. Curtis (Berkhamsted CC) +7.41. Veterans 40-49: Sean Dines (CC Luton) Veterans 50+: Dave McMullen (Cotswold Veldrijden) Women: Fay Cripps (Southdown Bikes) Juniors: Elliott Haigh (Team Milton Keynes)

Scottish League round 4 (Lochore Meadows, Lochgelly):

Seniors: 1. David Lines (Velosure Starley Primal) 59.14; 2. G. MacDonald (Hope Factory Racing) +0.16; 3. N. Walker (Walkers CC) +2.09; 4. H. Johnstoin (Pro Vision) +3.46; 5. S. Couper (Glasgow United CC) +4.01; 6. A. Clark (Velocity 44) +4.05; 7. G. McDougall (Gamma RT); 8. I. Dunlop (VC Moulin); 9. W. Barr (Velocity 44); 10. P. Carmichael (The Bicycleworks). Veterans 50+: Brendan Roe (Leslie Bike Ship) Veterans 50+: Brendan Roe (Leslie Bike Shop) Juniors: Craig Gow (Tyneside Vagabonds CC) Women: Eileen Roe (Wiggle Honda) Veteran women: Brenda Callander (Stirling BC) Under-16 boys: Sean Flynn (Edinburgh RC) Under-16 girls: Anna McGorum (Peebles CC)

Yorkshire Points round 6 (Whiteley Woods, Sheffield, South Yorkshire):

Senior: 1. Nick Craig (Scott Racing) 49.51; 2. B. Harding (Oldfield Paul Milnes) +1.00; 3. T. Seaman (Paul Milnes) +1.45; 4. A. Peace (Jedi Cycle Sport); 5. B. Cooper (Hargroves Cycles); 6. C. Taylor (Paul Milnes); 7. F. Clacherty (Nutcracker); 8. G. Fox (Paul Milnes); 9. I. Payton (Team Wiggins); 10. T. Randall (Holm Star Wheelers)

Veteran: 1. John Hick (Holmfith CC) 41.11

Women: 1. Diane Lee (Mulebar Girl)

Youth boy: 1. Euan Cameron (Paul Milnes Cycles)

Youth girl: 1. Ava Oxley (VC UK PH MAS)

London League round 9 and Sussex League round 4 (Sumners Pond, Horsham):

Seniors: 1. Jody Crawforth (Hargroves Cycles) 58.04; 2. T. Easley (Crawley Wh) +1.38; 3. J. Dennis (Control Couriers) +2.12; 4. C. Ansell (Team Corridori) +3.08; 5. J. Furniss (Zepnat RT) +1 Jap; 6. D. Drake (VC Deal); 7. G. Finch (PMR at Toachim House); 8. J. Wadlington (unathached); 9. B. Spurrier (Vicious Velo); 10. M Noble (Specialized Racing). Junior: Tom Easley

Veteran 40: Andy Taylor (C and N Cycles RT)
Veteran 50: Nick Bell (London Fire Brigade)
Women: Delia Beddis (Vicious Velo)
Under-16 boys: Will Cooper (I-Team CC)
Under-16 girls: Emily Ashwood (WXC World Racing)

Road racing

Saturday, November 21

Full Gas Winter Circuit Series round 3 (Lee Valley circuit, London):

E, 1, 2, 3:1. Ben Summer (Beeline Gener8); 2. J. Vaughan (VC Londres); 3. J. Outram (SP-TORM); 4. P. Hart (Southend Wh); 5. J. Brougham (London Dynamo); 6. T. Rowing (Abellio-SFART); 7. N. Phillips (Rapha CC); 8. L. Hindmarsh (unattached); 9. B. Drewett (Fareham Wh); 10. L. Davies (Broom Wagon RT).

Women: Amber Joseph (Palmer Park Velo)

4th Cat: Sam Christy (London Dynamo)



Deals of the week

Cycling Weekly has teamed up with some of the UK's finest online cycling retailers to bring you Deals of the Week. All items featured are at special knock-down prices.

For more information on these great offers visit www.cyclingweekly.co.uk/deals-of-the-week



www.thebikefactory.co.uk



Mavic R-sys SLR Wts M11 Clincher Pr Previous Price: £1.599.99 Promo Price: £1.299.99 Save: 18% (ends 01/03/2016)



Mavic Ksyrium Elite 16pr Wheel Pair Previous Price: £499.99 Promo Price: £449.99 Save: 10% (ends 01/09/2016)



Zipp 202 Firecrest Clincher 18spoke Previous Price: £932.00 Promo Price: £656.49 Save: 29% (ends 01/06/2016)



Zipp 202 Firecrest Clincher 24spoke Previous Price: £1.138.00 Promo Price: £791.98 Save: 30% (ends 01/06/2016)



Mavic Mavic Cyclo Tour Sport Shoe Previous Price: £99.99 Promo Price: £64.99 Save: 35% (ends 30/01/2016)





SALSA 2014 COLOSSAL 2 COMPLETE ROAD BIKE RRP: £1.999.99 Our Price: £1,299.00



TUMBLE & FALL PRO 20 LIGHT KIT - 2000 LUMENS RRP: £90.00 Our Price: £79.99

PDW PORTLAND DESIGN **WORKS - DANGER ZONE** REAR LIGHT... MENTAL





PORTLAND DESIGN WORKS FULL METAL FENDERS RRP: £90.00 Our Price: £64.99



SALSA WARBIRD 2 ALLOY ROAD/GRAVEL DISC BRAKE FRAMESET RRP: £1.000 Our Price: £549.99



www.cycledivision.com



CERO INTREPID PUMP STAND SILVER, RRP £59.99 CYCLEDIVISION PRICE £39.99 33% SAVING



RST PREMIUM LINE WINTER BUNDLE 1 RRP £60.99 CYCLEDIVISION PRICE £52.99 **SAVE 13%**



INTREPID 1101 11 SPEED CHAIN GOLD, RRP £34,99 CYCLEDIVISION PRICE £21.99 **SAVE 37%**



INTREPID 1101 11 SPEED CHAIN SILVER, RRP £34.99 CYCLEDIVISION PRICE £21.99 **SAVE 37%**



INTREPID 1002 10 SPEED CHAIN SILVER. RRP £24.99 NOW £14.99, 40% SAVING!



www.mailordercycles.com



CINELLI Experience Frame / Carbon Forks RRP £499 Websters Cycles offer price £299



SPECIALIZED S-Works **Tarmac SL4 Frameset** 2015. RRP £2800 Websters Cycles Sale £2000



Stay/Post Tail Light RRP £16.99 Websters Cycles sale £9.99



SERFAS TSL-550 Headlight USB Rechargeable RRP £134.99 Websters cycles sale £70



STAGES CYCLING Power Meter G2 - Ultegra 6800. rrp £119. Websters Cycles offer price £599 Free pair Shimano Ultegra Carbon Spd-SL pedals



Cycling bikemart

Sell vour bikes and gear FAST in the **UK's Best Cycling Classified**

HOW TO BOOK YOUR PRIVATE ADVERTISEMENT WITHIN CYCLING WEEKLY & ON www.cyclingweekly.co.uk **Visit**

http://classifieds.cyclingweekly.co.uk

Click on Buy & Sell and Bikes & Gear For Sale and follow the steps.

Advertisements will appear online for 28 days and in the next available 2 issues of the magazine.

PRICES FOR ADVERTISING

- □ Used bikes over £1,000 (£25 per ad)
- Used bikes under £1,000 (£20 per ad)
- ☐ Accessories (£20 per ad)
- Wheels (£20 per ad)
- □ Collectors' items (£20 per ad)
- ☐ Frames (£20 per ad)
- ☐ Tandems & tricycles (£20 per ad)
- Wanted (£20 per ad)

Deadline for advertisements is Thursday mid-day for the following Thursday's edition (not inc. Bank Holidays). Please note that these rates are for private advertisers only.

Trade advertisers please call 020 3148 2507

USED CYCLES



GIANT giant defy 2 composite 2014 plus garmin edge 510. Superb condition. Must seel Reluctant sale. Genuine reason for sale Also included is a garmin edge 510. £999 Hampshire Andover. Tel: 07415 342681 Email: bjfitzy@hotmail.co.uk



PINARELLO Rokh (Black) 53cm. Full 10511spd groupset. Fulcrum Racing sport wheels RRP £2650. Brand new (unused) with full warranty available. £2000. Worcester. Tel: 07971 015836. Email: ipmoseley@aol.com 26/11



GIANT Brand new Giant Defy Advanced pro 1 2016 size small, bought this online but is too small, I need a medium, grab a bargain Rrp £3250. NOW £2800.00. Bristol. Tel: 07720 247606. Email: Stevemcknight1812@gmail.com 3/12



ISLABIKES Beinn 26 small 8 + c/w mudguards.little used excellent condition, scaled to suit proportion of growing child buyer collects £250. Bury Greater Manchester. Tel: 01617 973978. Email: phil. rigby@talktalk.net



SPECIALIZED S-WORKS TARMAC SL2 with Zipp 303's and Dura Ace Group Set. 54cm frame. Specialized Tarmac Carbon Frame and Forks Dura Ace mechanical 10 Speed Groupset. Crank 172.5/ 50/34 Casset 11/28 Wheelset Zipp 303 Speed Weaponry 3T Carbon Handle Bars. It has recently been serviced & fitted with a new casset and chain. New bearings have also been put in the wheels. It has little cosmetic wear. A real bargain for a such a good frame/gourpset/wheelset. Please contact for any further questions and photos. £1900. Richmond. Tel: 07851 410297. Email: jamie.newton49@yahoo.co.uk



LITESPEED Siena XL (59cm) condition, 3/2.5 Titanium, Shimano 105 black groupset, brand new Ultegra 6800 wheelset, FSA bars and stem, Prologo saddle. Good sportive or winter bike. £1500. Twickenham. Tel: 07762 740534. Email: Nialldigby@gmail.com



PINARELLO DOGMA 65.1 THINK2 2014 Frame 57.5 cm colour 858 Black/White Shiny. Campag Super Record Groupset 50/34 11-29 - plus 36 ring. Deda bars and stem Look Keo blade carbon pedals. Brand new Ksyrium Elite wheels. Minimal use in good weather only. Full warranty. £4300. Staffordhsire. Tel: 07872 561288. Email: iainhiggs@mac.com 26/11



RALEIGH JUNIOR TEAM 16 speed Shimano gears, STi shifters, 24 inch deep section aero rimmed wheels and shallow drop bars. Good condition, rarely used by present owner, will suit 8 - 11 year old. £150. 01462 734576 07772 426709. wenmalc@gmail.com £150. Bedfordshire/ Hertfordshire border. Tel: 07772 426709. Email: wenmalc@gmail.com 26/11



COLNAGO C40 Beautiful example of the pre-B-Stay version of this Iconic frame c.1998. Tastefully finished with Camp. Centuer Red 10sp, and Campag. Nuetron Ultra wheelset. Fully serviced and in phenomenal condition. Full carbon prologo saddle, 3T bars and Stem. 54cm. 7.6KG. £1500. London. Tel: 07580 066397. Email: nicholas_sutton@outlook.com



GIANT TCR ADVANCED 1 Pro 2014 Size M Saddle Fi'zi:k. Ultegra 22 speed shifters, 11-25..Derailleurs/ Ultegra Brakes/Chain/Crankset all Ultegra.Giant P-SL1 WheelSystem Tyres Continential G/S RideSense ANT+ transmitter + Computer in IMMACULATE CONDITION as NEW Illness forces reluctant sale £1499. Bristol. Tel: 07525 823319. Email: roadrunner2009@me.com



COLNAGO ACE 2013 MODEL size 52 sloping/56 to suit rider 5'11"-6'01 Full Campagnolo Athena 11 groupset with Campagnolo Scirocco 35 wheels. stem & seatpost with Fizik Aliante carbon saddle. Very little use due to illness, immaculate condition. £1250. Contact Dave 07590 536757



SABBATH SILK ROAD 56 cms frame with carbon forks. SRAM Force groupset throughout. Compact chainset, 10 speed, 12/26 cassette. Deda and Selle 10 speeu, 12/20 cassette. Deda and Selle Italia components. Mavic CXP22 rims, hand-built wheels. Excellent condition, regularly serviced, dry miles only. £1100 ono. Newtown, Mid Wales. Tel: 01686 689846. Email: davidhuggins23@aol.co.uk 3/12



GIANT TCX SLR 1 2015 model size small bike is like new,not raced. please feel free to email or phone for more info £850 ono. Neath South Wales. Tel: 07890 665562. Email: garethcurtis@live.com 3/12



HEWITT CHEVIOT SE, IN AMARATO
Super gents touring/general purpose
bike, carefully cared for from new (2011)
VGC. Now surplus to requirements. Quality
55cm frame. Several Shimano Deore
components. Chainset: Deore 22-32-44.
Cassette: Deore SLX 11-34. Rigida Sputnik
700 wheels, fitted with Bontrager Racelite
tyres. Some slight scuffs to chain stays and
pedal cranks. Brake calipers: Tektro CR720
cantis with Dura Ace bar-end shifters.
Quality bike at a good price. \$475 ono.
Eccles, MANCHESTER. Tel: 07742 542827.
Email: paulharrisO4@ btei: 07742 542827.



SPECIALIZED S-WORKS TARMAC CONTADOR 58CM Ultegra Di2 groupset with Garmin info sensor, Zipp SL sprint carbon aero bars and stem, Fulcrum Racing Zero wheels, Continental GP4000 tyres, S-Works Toupe carbon saddle, Lightweight carbon bottle cages, Look carbon pedals, Top peak aero saddle bag.... purchased in July and done no more than 500 miles, completely immaculate!!!! \$4250. Dorset. Tel: 07778 121766. Email: marklangford72@gmail.com 3/12



SANTANA titanium tandem with carbon forks, seat posts and bars,11 speed, The tandem has been fully serviced at JD Tandems in Gargrave and Sherwood pines cycles. the tandem is in new condition. Size is medium / small £6600 ono. Sutton in Ashfield. Tel: 07984 847918. Email: deltic55@sky.com 3/12

WHEELS

CERO RC 50 (50MM) carbon clinchers. Shimano 10/11 (also Campag cassette carrier included) complete with blocks, spare spokes and wheel bags. Absolutely immaculate. Little used. Circa 1400 grams. £450 Tel Dave: 01452 729851 (Gloucester)

FRAMES



PARLEE ALTUM (WITH WARRANTY) Frame Forks & Headset. Size ML (56cm). Its killing me to put it on the market! This is a beautiful frame in PERFECT condition. I got this frame as a warranty replacement, built it up & rode it for 8 (dry) days, however it did not fit me. Tom Rodi at Parlee will transfer the warranty to the new owner. This is a genuine bargain for someone. £3000.00 ono. Northern Ireland. Tel: +447779667260. Email: enda.marron@ntworld.com 26/11



1990 RALEIGH CASTORAMA TEAM FRAME - Cyfac Built ex Thierry Marie. A one off chance to buy one of Thierry Maries 1990 frame & forks, the year he wore yellow in the TdF. 53cm c to c seat, 56cm top, spring classic geometry, resprayed by Cyfac and in mint condition. Built from 653 tubing, a real head turner. Full proof of provenance from Cyfac. £775. Notts. Tel: 07795 226749. Email: matt_wood55@hotmail.com 26/11



TREK MADONE 6.9 SSL Team Issue frame 2012 Super light Di2 compatible frame Mint condition 52cm frame suit female or male 165-170 cm Bargain price £500. Glasgow. Tel: 07940 839457. Email: Pheeona_2000@yahoo.com 26/11



SPECIALIZED 2013 Specialized Tarmac S Works SL4 Also included ENVE seatpost & dura ace M9000 front mech. All in great condition. £1250. DEVON. Tel: 07747 615683. Email: Robertstobart@mac.com 3/12

ACCESSORIES

ELITE ARION MAG ROLLER Still new in box. Unused gift. Cost £299 sell for £175. Ideal Christmas gift for winter training. £175 Reading, Berkshire. Tel: 07514 535039. Email: Peterandelise13@gmail. com. 26/11

TANDEMS & TRICYCLES



SANTANA titanium tandem with carbon forks, seat posts and bars,11 speed, The tandem has been fully serviced at JD Tandems in Gargrave and Sherwood pines cycles, the tandem is in new condition. Size is medium / small £6600 ono. Sutton in Ashfield. Tel: 07984 847918. Email: deltic55@sky.com 3/12

WANTED

OLD RACING CYCLES AND FRAMES. 1920's – 1990's. Any condition. Telephone 01642 555168 Mobile: 07990 972470 16/4

RACING BIKES 1930-1970. Quality makes and fancy designs like Hetchins, Ephgrave, Paris, Thanet, HR Morris and other makes wanted. Any condition, even just frames. vintage NEW cycle shop stock also needed Private collector. Call with details. Collect anywhere Tel: 07739 775810 26/11

FRAME RESTORATIONS

ATLANTIC BOULEVARD. Paint finishes for Steel, carbon and alloy frames. Repairs, alterations, chrome. Specialists in vintage and modern transfers. 24hr Collection service. Tel: 0161 762 0456 8am - 8pm. ww w.atlantic-boulevard.co.uk www. bicycledecals.net

toc Cycle Frame building, restoration, modernising and professional re-spray Coventry 024 76 450020. www.tocycle. co.uk

CYCLE JUMBLES

SPOCOCYCLEJUMBLE.LeadenRoding Village Hall, Essex CM6 1RB. OnA1060 Saturday 5th December.09.00-12.30. Tables £8 (£5 outside) From 07.30Telephone Robin 01403 78336819/11

WORLDS LARGEST CYCLE JUMBLE
Manchester Velodrome is back. 10.01.16.
10-2pm. Bookings and information see
www.bikecreche.co.uk or contact Paul
07946 347029 3/12

EYEWEAR

PRESCRIPTION CYCLING SPECTACLES £89.00. 5 Interchangeable Tinted lenses incl. Polarised. Designed/Manufactured by Opticians. www.cyclingspectacles.com Eye Society 01827 52526 / 07899 818918 Chris@eyepod.net 3/9

HOLIDAYS

PUERTOPOLLENSAMALLORCA.Quality road bike hire from 12€ per day.BOOK NOW www.pollensacycling.comTel. 0034 971 866 11926/2

PUERTO POLLENSA / MALLORCA Bike hire, repairs and Airport Transfers. Big selection on road/MTB hire from 12€ per day. Bookings: www.2gocycling. com. Tel: 0034 971 86 40 59. 3/12/15

HOLIDAYS

ALPE D'HUEZ self-catered, catered, B&B, spectacular scenery, family friendly. 0033 4 76 80 36 58 www.lechateaudoz.com 26/2

CYCLE HAME. French Alps road bike holidays. Experienced, friendly team providing accommodation, meals, guiding, vehicle support. TdF / Marmotte options available. 01875 320157 www.cyclehame.co.uk 8/10

MONT VENTOUX. Private villa/pool. Full board from £270 3 nights. Full support. SPANISH camp villa/pool. www. famouscyclingcols.com 15/10

 MALLORCA
 312 April
 2016.
 From \$320pp.

 LA MARMOTTE
 July
 2016.
 From \$450pp.

 Half-board.
 Return
 transfers, guided rides.

 Based on 2
 sharing.
 Singles available.

 www.stuarthallcycling.co.uk
 Email:
 stuart@

 stuarthallcycling.co.uk
 Tel: 07801 914929
 12/11

NEW MALLORCA WINTER ENDURANCE CAMPS. Chase Team Sky around Mallorcan roads this winter and build a proper winter endurance base. Expert led group riding and coaching with 4 star accommodation in Alcudia from £49pppn December and January. Further details email: enquiries@sunvelo.com Visit www.sunvelo.com 22/10.

TRY SOMEWHERE NEW , road cycling in Bulgaria, great riding, superb accommodation, cheap food & drink. 5 organised rides, 1 week. Visit www.roadcyclingbulgaria.co.uk 18/6

CYCLE THE PYRENEES. Tailormade Cycling holidays in fantastic cycling area, great accommodation with large pool Ideal for stage 7 & 8 of the TDF. Self catered/catered packages. website www.allons-y-pyrenees. com or call 01803 732 987 19/11

MALLORCA 2016. Jan & Feb Special offer from £295pp. March & May from £325pp. Half-board. Return transfers, guided rides. Based on 2 sharing. Singles available, www.stuarthallcycling. co.uk Email: stuart@stuarthallcycling.co.uk Tei: 07801 914929 10/12

PYRENEES TDF 4-11th July 2016 from £650pp. Half-board. Return transfers, guided rides. Based on 2 sharing. Singles available. Also check website for details of our Women's French Sportive May 2016 www.stuarthallcycling.co.uk Email: stuart@stuarthallcycling.co.uk 7801 914929 10/12

FORZA ITALIA! Challenging training in spectacular southern Italy with experienced guide. Including all food and accommodation, £280pp per week. www. cyclecilento.com 26/11

ALPE D'HUEZ Valley. B&B/HB 1-9 Person. Plus SC house max 6. Stunning location, with guide. See www.chalet-michelle.com or call 07981 286886 3/12

TRANS PYRENEES TOUR. June 2016. Fully escorted 8 days, 800km, 20 cols. For full itinerary email beapotts@hotmail. co.uk or call 00 33 561 649 065. www. cyclepyrenees.com 19/11

SportActive |

Cycling Camp & Holiday on Mallorca Ride with The Legend Sean Kelly! Cycle Further, Cycle Faster, Reach your next cycling level.

Download Brochure! Now! www.ride.sportactive.net/seankelly Or phone 028 7136 5997 Be trained like a Pro Rider!

HOLIDAYS



Cytist's accommodation 12arti from Mont Ventous Cytist's accommodation 12arti from Mont Ventous Explanations specialists.

Mont Ventous for Alon (Planation - 1 works in a day)

Airport branklers
100% Seathing

Tel +33.4.90.46.44.57

ACCESSORIES



ACCESSORIES





To advertise within these pages, please contact Cheryl Tel: 0203 148 2703

Email: cheryl.townsend@timeinc.com

INSURANCE



FREE DATATAG*
SECURITY SYSTEM
+ 10% OFF
YOUR INSURANCE PREMIUM

*Cycle theft deterrent marking kit for cycles over £1,000

INSURE TODAY
0800 083 3035
enquiries@velosure.co.uk

QUICK ONLINE QUOTE
www.velosure.co.uk



ROAD, MOUNTAIN & ELECTRIC BICYCLE INSURANCE

LOW COST PREMIUMS COMPREHENSIVE COVER

ADDITIONAL COVERS AVAILABLE INCLUDING CYCLE RECOVERY & PERSONAL ACCIDENT

QUICK ONLINE QUOTE FAST QUOTE & PURCHASE ONLINE

01379 646 561

LEXHAMINSURANCE.CO.UK ENQUIRIES@LEXHAMINSURANCE.CO.UK



Locham impurative Compilations util authoritied & regulated by the Financial Conduct Authority

INSURANCE



cycleplan.co.uk/cwad115



To advertise within



Please call Cheryl on **0203 148 2703** or email **cheryl.townsend@timeinc.com Don't miss the chance to be in the Christmas**

Double issue on sale 17th December

LEGAL SERVICES



CYCLE ACCIDENT?

GET ADVICE FROM THE EXPERTS

Alyson France & Co. Solicitors

Developed by a cycling solicitor to provide a specialist service, with in-depth knowledge of the issues affecting cyclists

For free initial advice no obligation call 0151 348 4400 or e-mail enquiries@bikeline.co.uk

NO WIN NO FEE

Alyson France & Co. Solicitors
125 Brimstage Road, Heswall, Wirral CH60 1XF

Member of the Law Society Personal Injury Panel
Authorised and regulated by the Solicitor's Regulation Authority
No. 287787



b BIKELINE

Cycle Claims

For Free Legal Advice Call 0800 093 6313 or email info@cycle-claims.co.uk

Contact our cycle accident lawyers

- Recommended by over 750 independent cycle shops

with over 28 years experience

- Repairs and replacment from your local shop.
- Full market value of your cycle including upgrades.
- Access to specialist sports physiotherapists
- No Win No Fee

"After a serious 'off' left me with facial scarring and a broken collarbone, I was devastated. As a competitive cyclist and bike fitter my world was shattered. KLS were recommended by a fellow club cyclist and they have been fantastic. They promptly sorted out my (very expensive) bike claim and agreed specialist sports physiotherapy for me. A genuinely cycle-friendly firm."

KIERAN BLAY (RIDES A SWIFT ULTRA VOX) ACCIDENT 11/02/15)



Hutch

The Doc quite reasonably questions whether Chris Froome's test results will make any difference at all...

doctorhutch_cycling@timeinc.com



ext Thursday will live long in cycling lore. It will be the day that Chris Froome releases the results of his autumn physiological tests in that most hallowed of sports science journals, Esquire magazine. This will resolve once and for all the accusations of doping that have dogged his Tour de France wins, and will put an end to all discussions of the matter. God willing, and with the aid of Esquire, we will be able to move on to the final and definitive answers to other questions, like Campag or Shimano, tubs versus clinchers, and do we really need disc brakes on road bikes.

Oh, how I wish I could believe this. It will not help, not at all. The problem is this. We know Froome is a very fast bike rider. We know he does this by pushing the pedals very hard and in rapid succession, while simultaneously not weighing

Acts of Cycling Stupidity

A couple of years ago an, ahem, 'friend' bought a mountain bike. For reasons of pretension, he's the kind of person who always set up the brake levers the "wrong way round" — that's to say left lever to front brake — because that's how Fausto Coppi did it.

This mtb had hydraulic brakes. In order to swap them over, he bought brake hoses, a special tool for cutting hoses, some thingies for joining it all back together, hydraulic fluid and tools for bleeding the brakes. The full operation took two days, and flooded the workshop with oil. Twice.

As soon as he'd finished, a friend called by. He looked at the completed job and said, "Since the brake levers are symmetrical and don't have any integrated gear shifters, why didn't you just swap them round with the hoses still attached?"

very much, and we know it because we get to see him do it.

And while I wouldn't want to spoil the surprise for next Thursday, what the physiological tests will reveal is that he can push the pedals very hard and in rapid succession while simultaneously not weighing very much. The only difference is that it will be communicated via some numbers. rather than via race results. The faithful will remain faithful, the unfaithful will remain unfaithful, everyone will find a way to read the data that fits with their own personal narrative of professional cycling in the 2010s, and we'll all meet again next July in France to shout at each other some more.

Riding a fine line

Clearly it's possible to ride a bike 'suspiciously well'. When someone's Strava profile shows them riding down the A1 at 70mph, after you've checked for localised hurricanes and hitherto unnoticed three-in-one descents, it's not unreasonable to raise doubts about it.

And in a similar fashion, if, after observing my friend Bernard's sluggardly progress around our local roads in Cambridgeshire, there was a suggestion he was doping, I'd be inclined to ask if he had read the instructions all the way through, and if he had, whether he had kept the receipt.

But in a world where we're going to determine guilt or innocence by exactly the same criteria we use to determine talent and hard work, where is the line? I'm tempted to be cynical, and suggest that it's "That most hallowed of sports science journals, Esquire magazine"



drawn about halfway between whoever wins the Tour de France general classification and whoever comes second.

It's about trust, not evidence. And the *Esquire* data is about openness more than it's about proof. I suppose that much ought to be obvious. But unfortunately there's no such thing as 'enough openness'. Sky probably hoped that it'd shut down the debate



when it released some data during the Tour last summer, but it didn't stay quiet for long. We'll get through next week's shock lack-ofrevelation and then we'll move on to the next thing. The next thing will be equally unexplosive.

We're always going to want more, and there is never going to be a universal agreement on what it all means. If you installed a camera in Froome's apartment and provided a live stream, the world would be full of people angrily yelling at each other, "Look! The bastard's got a cat! Seriously, has no one apart from me seen You Only Live Twice?"

And then it's going to be even harder for him to prove he doesn't have sharks in a tank under the floorboards. ("Bradley! Come on in! Stand on the 'x'.")

How to... Store bikes

A bike is like a dog. The closer it is to your bed, the happier it will be, and the happier you'll be too. This is why, on eBay and in *CW*'s classified ads, it's not as uncommon as many of the noncycling partners of sellers would like for the ad to include the words, "Bedroom stored." If your pyjamas are free of chainring tattoos, you can't claim to truly love your bicycle.

The real problems begin when you have more than one bike. Bikes, wheels, and all of their associated bits and pieces are notable for the fact that it's utterly impossible to stack any of them neatly. Whatever you do, you have a heap. Generally, as with dogs, the point where you own three is the point where keeping them in the bedroom is only going to get you on a Channel 4 documentary in a capacity that won't make your mum proud.

If you have a secure garage, you can put them in there. As long as you accept that bicycles and their parts will spread out to occupy all available space — your car will live on the driveway and your lawnmower will have to live in the back of the car.

Don't be tempted by the promises of storage systems for neatly hanging bikes up. These looks so splendidly professional that it will only encourage you to buy more bikes so that your garage perfectly resembles the inside of a pro team service course.



The Derny

Noisy, smoky and often ridden by a bloke with a beard, Dernys are an integral part of track racing

ump-started in a cough of blue smoke, these buzzing, mini motorbikes were typically ridden by overweight ex-racers; legs turning slowly and knees stuck out to avoid the overhang of their stomach. Each with a lithe young rider pedalling furiously behind. They were the original Derny pace bikes, ridden on the road and track by 'pacemakers', gangmakers in

track by 'pacemakers', gangmaker Dutch, and entraineurs in French.

The French name for a Derny particle provides a clue to their other The French name for a Derny pace rider provides a clue to their other use. Yes, they were used in motor races, which ranged from a few minutes' Yes, they were used in motor-paced

excitement around a noisy, smoke-filled velodrome, to one of the longest singleday races there has ever been, Bordeaux-Paris, but they were also used to train riders at race speed, giving their legs, bodies, minds and reactions 'allure de course', the feel of a race.

Dernys still exist as a generic term for a motorised pace bike, named after the creator of the original, Roger Derny. He made the first ones in 1938 for Bordeaux-Paris, which was at least 350 miles (560km) long, done in one go, and in the beginning the racers were paced all the way. At first it was raced by cyclists working in relays, then as time passed by tandems then by small mopeds. The Derny was the first motorised bike made specifically for pacing cyclists.

The original Dernys were powered by 98cc two-stroke petrol engines, and on average their riders pedalled a massive 70x11 fixed gear. This ensured that all the Derny's accelerations

and decelerations were as smooth as possible, because the push of a pacer's legs and throttle-use combined offers more control than using the throttle only. That's crucial when the rider behind is a couple of centimetres from the Derny's rear wheel.

The modern Derny

The first Bordeaux-Paris was in 1891. then from 1945 until its demise in 1988 the competitors started together and met their Derny pacers shortly before halfway. Each competitor had two Dernys; one to ride behind, and a spare that took over during refuelling or in case of breakdown. The original Dernys were also used in track racing, often as part of six-day races, where pacemakers would tune them to increase performance and use bigger gear ratios to increase the speed and spectacle.

Dernys are still used to pace track races. Not the originals, although they lasted well into the 1970s due to maintenance by a company called Service Derny in Paris. Modern Dernys are greatly refurbished old Dernys or copies made in Neerpelt, Belgium.

2015 Gift Collection

This Christmas, relive every fast road, epic climb and dramatic sprint of the exciting 2015 season.



Chris Froome, history maker! At 7.37pm on 26th July 2015, the Team Sky rider became the first British rider to win the Tour de France for a second time. After three weeks of being attacked from all angles by rivals, journalists and even spectators, Froome fought his way to glory. Relive not only his victory, but Cav's vital sprint win,

Sagan's green jersey success to Nibali's final attacks for the *maillot jaune* prize.

Order today the official Tour annual 2015 and the exclusive, extended three disc highlights DVD, and own a part of cycling history.



EXCLUSIVE BUNDLE

Purchase the OFFICIAL 2015 Le Tour de France DVD and book together and save **£9.99**!

DVD & BOOK SET ONLY £50.00







Whether it's on the cobbled streets from Paris to Roubaix, or riding the famous Liege climbs, treasure the thrills, spills and excitement of the 2015 racing season with our exclusive DVD collection.

Each Volume features some of the most famous races in today's pro cycling, including;

- Paris- Roubaix
- Paris- Nice
- Criterium du Dauphine
- La Fleche Wallone
- Liege Bastogne Liege

Each DVD volume sold separately.

ONLY **£24.99 Each**



BE READY FOR CHRISTMAS AND ORDER YOURS TODAY!

Available from www.cyclingweekly.co.uk/shop All prices exclude p&p.



